

RETAIL PRICES FOR THE 2ND HALF OF MARCH 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetia typhala</i>).		MARUA OR BAOI (<i>Eleusine indica</i>).		KARONI OR KAKUN, ITALIAN MILLET (<i>Sesaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arvense</i>).		MAIZE (<i>Zea Mays</i>).		ARHAR, OR TUR, CADIAN PEA (<i>Cajanus indicus</i>).		FIREWOOD.		SALT.				
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	
Madras—																													
Malabar Coast—																													
Malabar
South, central—																													
Coimbatore
Nilgiris
Salem
Central—																													
Bellary
Anjalpur
Cuddapah
Kurnool
East Coast, north—																													
Ganjum
Vizagapalam
Godavari
East Coast, central—																													
Kistna
Nellore
East Coast, south—																													
Madras
Chingleput
N. Arcot
S. Arcot
Tanjore
Trichinopoly.
Southern—																													
Tinnevely
Madura
Mysore—																													
Mysore
Bangalore
Kolar
Tumkur
Hassan
Kadur
Shimoga
Chitaldroog
Coorg—																													
Coorg
Aden

* Not sold.

FINANCE AND COMMERCE DEPARTMENT,
(Statistical Branch).J. F. FINLAY,
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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, May 25th, 1895.

Like the preceding week, the week under review has been one of very little general change. Pressure has been steadily high over the west of the Peninsula and the south of the Bay, and steadily low over the Punjab and the Gangetic plain. As was the case last week, the barometric differences have been very large, the average daily difference between Ceylon and the North-Western Provinces being between 0.35 inch and 0.40 inch. Accompanying these large pressure differences were very strong winds, which blew from between north-west and west, and occasioned very hot dry weather throughout nearly the whole country. Burma, Assam, and Bengal were beyond the influence of these hot westerly winds, and during the whole week received southerly and south-south-easterly winds from the Bay, which gave heavyish rain to a large part of North-Eastern India. In consequence of these sea winds and of the resulting rainfall, the mean temperature of the Eastern Peninsula was steadily low, and in marked contrast to that prevailing in India. The warmest part of India was the north-west, where both on the hills and plains the mean temperature exceeded the normal average by about 10°.

Daily Summary.—*Sunday.*—Pressure had increased briskly over the north-west of the Punjab, and decreased briskly over Bengal and Assam. Elsewhere the changes were small. Strong westerly winds prevailed, except at the most eastern stations. The heat was excessive in Northern India and in Madras. Rain had been general, and rather heavy in Burma, while showers had occurred in North Bengal, Kashmir, and the Peninsula.

Monday.—Pressure had not changed much, and the general conditions were much the same as on the preceding day. Pressure remained highest over the west of the Peninsula and the south of the Bay, lowest in Bihar, and the differences were everywhere very large. The wind blew from directions between south-west and north-west, except on the west coast of the Peninsula, where the direction was more northerly, and in Burma and Bengal where it was southerly to south-easterly. The force was very generally strong. The mean temperature was high in North-Western India, low in Burma, and nearly normal elsewhere.

Tuesday.—Pressure had increased almost everywhere, but there had been a slight decrease along the foot of the North-Western Himalayas. In consequence of these changes the barometric differences were even larger than on Monday, and the baric gradient was between two and three times greater than usual. Readings were lowest at the foot of the Kumaun Himalayas, and highest in the south of the Bay. Northerly winds prevailed in the north of the Punjab and at some stations on the west coast, southerly to easterly winds in Burma, Assam, and Bengal, and generally westerly winds elsewhere. The force continued strong. Temperature had again risen, and, except in Burma and Bombay, was above the normal average.

Wednesday.—The chart showed no important change. Pressure remained lowest along the foot of the North-Western Himalayas, and highest in Malabar and the south of the Bay, and the pressure differences were large. The winds were equally unchanged, except that there was a tendency to the establishment of an easterly current along the foot of the Himalayas. Temperature had continued to rise, and was excessive when compared with the normal in every province of India, except Burma, where there was an average deficiency of 2.9°.

Thursday.—Pressure had increased over North-Eastern India, and decreased over North-Western India, but had been steady generally. Readings were

lowest in the Punjab, and an arm of relatively low pressure extended south-eastward from the Punjab over the south of the Gangetic plain. This modification of the distribution had occasioned an extension of the easterly wind up the Gangetic plain, but practically there was no other change. The mean temperature exhibited a further rise. In Burma the heat was exactly normal, and in every other province was excessive.

Friday.—The chart showed that a small but well-defined depression had been developed over the Central Punjab, and gradients had become somewhat less steep over the whole country, but in other respects conditions were practically unchanged. The mean temperature had fallen very slightly, but, except in Burma, it was still everywhere excessive when compared with the normal.

Saturday.—Pressure had been steady over the south of the Indian area, but had decreased briskly to rapidly in the north, so that gradients had again become very steep. The depression over the Punjab had advanced slowly eastward, and was approaching the Himalayas near Simla. The winds were cyclonic over the Punjab, easterly up the north side of the Gangetic plain, and southerly in Bengal, while elsewhere the direction was between south-west and north-west. A further trifling fall in the mean temperature was recorded, the principal fall being in Madras, Gujarat, and Central India.

Temperature.—At the close of last week the mean temperature curve exhibited a steady descent. This descent reached its lowest point on Sunday, the 19th, when the general excess of temperature for the whole of India was only 0.9° . With the 19th, a rise set in which continued until the 23rd, when the mean temperature was excessive over practically the whole of India. After the 23rd the temperature curve exhibited a very gradual descent. The present week has both absolutely and relatively been the hottest period of this season. The following table shows the variation of the mean temperature from the normal in the different provinces of India for each day of the week :

PROVINCE.	MAY 1895.							Mean variation of week.
	19th	20th	21st	22nd	23rd	24th	25th	
	0	0	0	0	0	0	0	0
Burma	—2.6	—3.8	—3.9	—2.9	0	—0.1	+0.2	—1.9
Bengal and Assam	+2.6	+4.0	+5.2	+4.5	+0.3	+0.5	—0.1	+2.4
North-Western Provinces and Oudh	+3.6	+2.9	+5.8	+7.0	+6.6	+4.4	+3.6	+4.8
Punjab	+4.4	+4.4	+6.5	+7.2	+9.6	+10.6	+10.4	+7.6
Bombay	—1.2	—1.0	—0.7	+0.1	+1.2	+0.7	+1.5	+0.1
Central Provinces and Berar	—0.4	—0.3	+0.9	+3.3	+4.4	+3.6	+3.6	+2.2
Central India and Gujarat	—0.8	—0.9	+0.8	+2.4	+3.0	+3.0	+1.7	+1.3
Sind and Rajputana	+0.5	+1.5	+2.9	+5.0	+6.1	+5.3	+5.9	+3.9
Madras	+2.3	+2.1	+3.2	+2.9	+3.2	+3.3	+1.4	+2.6
Mean for whole of India	+0.9	+1.0	+2.3	+3.3	+3.8	+3.5	+3.1	+2.6

The provincial variations show that the mean temperature was considerably below the normal in Burma during four days of the week, and about normal on the remaining three days. The province of Bombay showed similar conditions, though in a less decided manner, but with these two exceptions it may be taken that the mean temperature was excessive throughout the week. The final column of figures shows that the greatest excess was in the Punjab, where the variation for the whole week was $+7.6^{\circ}$, and where on the 24th and 25th it was as much as 10.5° . The hottest day as mentioned above was the 23rd, when the mean temperature of Burma was normal, and that of all the other provinces excessive.

The highest maxima reported on each day were—

On May 19th	115°6'	at Jacobabad.
" 20th	113°2'	" "
" 21st	114°4'	" Sirsa.
" 22nd	120°5'	" Jacobabad.
" 23rd	122°0'	" "
" 24th	121°9'	" Montgomery.
" 25th	123°0'	" Jacobabad.

The above shows that the hottest region within the Indian area during the week has been Upper Sind and the south of the Punjab, and that within that region the heat has been excessive.

Rainfall.—The rainfall returns show that the fall has been less general than in the two preceding weeks. The only moist current of air prevailing during the week has been the southerly and south-south-easterly current, which has blown strongly and steadily over Burma, Bengal, and Assam. In all the remaining provinces dry hot westerly (north-west and south-west) winds have prevailed, and at the outside have yielded a few drops of rain during dust or thunder storms. In consequence of these conditions no less than thirteen of the rainfall divisions report absolutely no rain at all during the week, while nineteen more had a total average fall for the whole week of less than one-tenth of an inch. These returns show a much lighter and more scattered general rainfall than was the case last week. The regions which received absolutely or practically no rain included the following divisions: both the Bihar divisions, all the North-Western Provinces and Oudh divisions, all the Punjab divisions, Malabar, Coorg, the Konkan, Khandesh, the Central Provinces (West and Central divisions), Gujarat, Kathiawar, Sind, Central India, Rajputana, the East Coast (Central and South divisions), and Madras (South and South Central divisions). In all other parts of the country effective, and in places heavy rainfall has been received during the week. The heaviest average actual fall reported was 6·98 inches, which was considerably lighter than the heaviest average reported last week. This amount was followed by 4·55 inches in Arakan and by 4·42 inches in East Bengal. The smallest effective falls reported were 0·14 inch in Hyderabad (South) and 0·18 inch in the Central Provinces (East).

The third column of the table gives the excess or defect in inches of the average actual as compared with the average normal rainfall, and from this column it will be seen that the rainfall of the week has been abnormally light. In East Bengal there has been a considerable excess, in Central Burma, Assam (Brahmaputra), and Deltaic Bengal there has been a moderate excess, and in Tenasserim, Central Bengal, and Berar a slight excess. In all other parts of the country the rainfall was deficient. This deficiency was large in Malabar, Madras (South Central), and Coorg, as well as in Arakan, and in both cases the lightness of the rainfall was attributable to the absence of those temporary advances of the monsoon, which in ordinary years give spasmodic but heavyish rainfall to the southern and south-western coasts of the Indian and of the Burma Peninsula.

The three last columns of the table giving the average actual and average normal rainfall from March 3rd to May 25th show a fairly general deficiency in the state of the seasonal rainfall. In Tenasserim, Chota Nagpur, the North-Western Provinces (East and Submontane), the Punjab (West), Mysore, Berar, the Central Provinces (West and Central), Sind, the East Coast (North), Madras (Central), and the East Coast (Central) the total of the seasonal rainfall has been in excess of the normal, but, except in these few divisions, the rainfall has at best been only normal and at worst, as in Sind, Gujarat, and Khandesh has been almost or entirely wanting.

The following heavy total falls of rain during the week are reported: Thaton (Amherst) 7·72 inches, Maubin 6·10 inches, Minhla 6·21 inches, Minbu 6·40 inches, Rathedaung (Akyab) 6·34 inches, Fenny (Noakhally) 9·26 inches, Dibrugarh 7·37 inches, Goalundo 6·67 inches, Debigunj (Jalpaiguri) 5·82 inches, Kibbanahalli (Tumkur) 3·14 inches, Heddagalli (Bellary) 2·22 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING MAY 25TH, 1895.			RAINFALL DATA FROM MARCH 3RD TO MAY 25TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall, March 3rd to May 25th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	6.98	6.70	+ 0.28	25.90	18.75	+ 38
	Lower Burma	3.73	4.23	- 0.50	9.68	10.83	- 10
	Central Burma	2.47	1.93	+ 0.54	6.35	5.32	+ 19
	Upper Burma	3.26	?	?	7.95	?	?
	Arakan	4.55	8.65	- 4.10	11.30	16.41	- 31
BENGAL AND ASSAM	Eastern Bengal	4.42	2.07	+ 2.35	13.49	14.02	- 4
	Assam (Surma)	2.26	4.24	- 1.98	29.05	40.77	- 29
	Do. (Brahmaputra)	3.47	2.41	+ 1.06	13.05	20.78	- 34
	Deltaic Bengal	2.25	1.30	+ 0.95	8.05	9.37	- 14
	Central Bengal	1.50	1.21	+ 0.29	5.80	6.41	- 10
	North Bengal	2.10	3.15	- 1.05	12.58	13.28	- 5
	Orissa	0.07	0.99	- 0.92	4.08	5.29	- 23
	Chota Nagpur	0.24	0.77	- 0.53	5.01	3.66	+ 37
	Bihar (South)	0.06	0.52	- 0.46	1.06	1.86	- 43
	Do. (North)	0.09	0.62	- 0.53	1.93	3.43	- 44
NORTH-WESTERN PROVINCES AND OUDEH.	North-Western Provinces (East)	0	0.07	- 0.07	0.97	0.77	+ 26
	Do. (Submontane) (a)	0	0.20	- 0.20	1.73	1.40	+ 24
	Oudh (South)	0	0.12	- 0.12	0.70	0.92	- 24
	Do. (North)	0.07	0.20	- 0.13	1.57	1.38	+ 14
	North-Western Provinces (Central)	0	0.08	- 0.08	0.46	0.72	- 36
	North-Western Provinces (West)	0	0.11	- 0.11	0.54	0.88	- 39
	North-Western Provinces (Submontane) (b)	0.04	0.27	- 0.23	2.10	2.61	- 20
PUNJAB	Punjab (South)	0	0.19	- 0.19	0.53	1.19	- 55
	Do. (Central)	0.01	0.13	- 0.12	0.62	1.20	- 48
	Do. (Submontane)	0.04	0.12	- 0.08	1.40	2.16	- 35
	Do. (Hill Districts)	0.03	0.80	- 0.77	4.17	6.94	- 40
	Do. (North-West)	0.03	0.30	- 0.27	4.27	4.04	+ 6
	Do. (West)	0	0.15	- 0.15	1.83	1.49	+ 23
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0.09	3.45	- 3.36	6.84	10.52	- 35
	Madras (South Central)	0.03	1.34	- 1.31	6.15	6.93	- 11
	Coorg	0.05	1.30	- 1.25	6.83	7.97	- 14
	Mysore	0.25	0.98	- 0.73	5.53	4.40	+ 26
	Konkan	0.03	0.57	- 0.54	0.63	1.13	- 44
	Bombay Deccan	0.23	0.51	- 0.28	1.88	2.17	- 13
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	0.04	0.40	- 0.36	0.17	0.89	- 81
CENTRAL PROVINCES AND BERAR.	Berar	0.20	0.12	+ 0.08	0.86	0.64	+ 34
	Central Provinces (West)	0.07	0.11	- 0.04	1.09	0.76	+ 43
	Ditto (Central)	0.03	0.14	- 0.11	1.74	1.16	+ 50
	Ditto (East)	0.18	0.23	- 0.05	2.11	1.90	+ 11
BOMBAY (NORTH)	Gujarat	0	0.08	- 0.08	0.02	0.17	- 88
	Kathiawar	0	0.08	- 0.08	0	0.34	- 100
	Sind	0	0.01	- 0.01	0.62	0.41	+ 51
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0	0.40	- 0.40	0.78	0.86	- 9
	Rajputana (East), Central India (West)	0	0.28	- 0.28	0.57	0.86	- 34
	Rajputana (West)	0	0.17	- 0.17	0.36	0.70	- 49
MADRAS	East Coast (North)	0.03	0.57	- 0.54	3.65	3.01	+ 21
	Ditto (ditto) (a)	0.30	0.73	- 0.43	6.50	4.03	+ 61
	Hyderabad (South)	0.14	0.58	- 0.44	1.74	2.48	- 30
	Madras (Central)	0.27	0.48	- 0.21	2.75	2.25	+ 22
	East Coast (Central)	0.08	0.35	- 0.27	2.58	2.00	+ 29
	Ditto (South)	0.01	0.91	- 0.90	2.24	3.78	- 41
	Madras (South)	0.02	0.55	- 0.53	5.25	4.73	+ 11

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SINLA, 30th May 1895.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 25th May.*—Rainfall moderate in Bellary; light showers in a few other districts. Cultivation is proceeding in places favoured by rain. The standing crops are generally fair or good. Pasture is scarce but fodder is sufficient, and cattle are generally in good condition. Prices are generally steady or easier.

Bombay.—*For week ending 29th May.*—Slight rain in parts of the Deccan, Konkan, and the Karnatak; more rain is urgently required in parts of Dharwar. The standing crops are good. Preparations for next season are general. Sowing is progressing in parts of Kanara. Cotton-picking continues in parts of Gujarat. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of two districts.

Bengal.—*For week ending 27th May.*—There was abnormal heat during the week, followed by rain in almost all districts, except in Cuttack, Hazaribagh, and parts of Bihar. The rainfall was heavy in the Eastern and in some of the Central districts. The early rice and jute are still being sown, and the preparation of the land for the sowing of other autumn crops is in progress, but more rain is required in parts of the Province. Prospects of sugarcane, indigo, and other standing crops are favourable. The mango crop in Hazaribagh is said to be indifferent. The price of common rice continues steady.

North-Western Provinces and Oudh.—*For week ending 29th May.*—Weather clear, but the heat is excessive. Sugarcane and extra crops are being irrigated, and are doing well. Prospects are favourable. Preparations for the autumn crops have commenced in places. Threshing and winnowing almost completed. Fodder and supplies are ample, except in Fyzabad where fodder continues to be insufficient. Prices have risen slightly in four districts; elsewhere prices are generally stationary.

Punjab.—*For week ending 29th May.*—Rain has fallen in parts of the Delhi, Rawal Pindi, and Dera Ismail Khan districts. Harvesting of the spring crops is nearly over. Grain is being stored. Reaping of the extra spring crops has commenced. Ploughings for and sowings of the autumn crops are in progress. The standing crops are generally in good condition. The outturn of the spring crops is said to be below average in some districts. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Umballa, Shahpore, and Peshawar, normal in Delhi, and low elsewhere.

Central Provinces.—*For week ending 29th May.*—Weather very hot with high winds in Saugor and Wardha. Duststorms in Nagpur accompanied once by a good shower of rain. Harvesting operations of the winter crops are all completed, and preparation of land for the autumn sowings is in progress everywhere. Prices are almost steady. Imports into Damoh continue.

Burma.—*For week ending 25th May.*—In Lower Burma ploughing for the main wet-weather paddy crop has commenced in Amherst and Tavoy, and in Amherst nurseries are being planted. In Upper Burma reaping of the dry-weather paddy is still in progress. Ploughing for main wet-weather paddy has commenced in Myitkyina and the Ruby Mines. Ploughing for miscellaneous wet-weather crops is progressing in Sagaing, Lower Chindwin, Magwe, and Myingyan. Cultivation of hill paddy has commenced in Bhamo and Minbu. The prospects of the standing crops are generally good. Some damage has been caused by heavy rain in the Bhamo township. The price of paddy has risen slightly in Rangoon, Prome, and Toungoo, and considerably in Shwegyin and Pakokku.

Assam.—*For week ending 28th May.*—Weather rainy. Sowing of the early rice is progressing. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 29th May.*—MYSORE: Slight rain all over the State. The standing crops are in good condition. Prices have fallen slightly in Chitaldrug, and risen in Shimoga.

COORG: Rainfall slight. Ploughing of rice and *ragi* (*Eleusine coracana*) fields continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 29th May.*—BERAR: Weather hot with moderate rain during the week. Preparation of land for the ensuing crop is in progress. Fodder is sufficient. Scarcity of water prevails in parts of the Chikhli taluka. Prices are stationary.

HYDERABAD: Rainfall moderate. The hot weather crops are still being harvested. The water-supply is getting scarce everywhere. Scarcity of fodder in Aurangabad. Prices are normal.

Central India.—*For week ending 29th May.*—No rain. Agricultural operations for the autumn sowings have commenced in Western Malwa and Goona. Cattle are in good condition, except in parts of Bhopal and Bhopawar. Pasturage is fairly good and sufficient in all Agencies. Prices of food-grains are rising in one district of Gwalior and in Baghelkhand, above normal in Bhopal and Goona, but normal elsewhere.

Rajputana.—*For week ending 29th May.*—Rainfall moderate in Sujargarh. Agricultural operations are satisfactory. The land is being prepared for the autumn crops in parts. Crops, prospects, and agricultural stock are generally

good. Fodder is failing in Dholepore. Prices are fluctuating in one State, have risen in four and fallen in one, but are steady elsewhere.

Kashmir.—*For week ending 28th May.*—KASHMIR VALLEY: Weather fine. Rice and Indian corn sowings are in progress, and other autumn sowings have now commenced. The standing spring crops are ripening. Water is ample for irrigation. Prices continue normal.

JAMMU PROVINCE: *For week ending 29th May.*—No rain. The heat is excessive. Threshing and harvesting are in progress. Cattle are in good condition. Prices are normal.

Nepal.—*For week ending 25th May.*—Weather cloudy. Prospects of the crops are good.

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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 19TH MAY 1894, AND FROM 1ST JANUARY TO 18TH MAY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 19TH MAY 1894.				WEEK ENDING 18TH MAY 1895.				Earnings from 1st January to 19th May 1894.	Earnings from 1st January to 18th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
<i>Standard gauge—</i>													
East Indian	655	1,683	10,75,270	639	1,687	11,22,537	665	2,26,93,272	2,24,35,809	...	2,57,463	...	
Bengal-Nagpur	189	862	1,66,224	193	862	1,75,000	203	35,53,784	36,10,396	...	56,612	...	
Indian Midland (a)	162	752	1,27,207	169	752	1,01,727	135	25,12,207	21,16,870	...	3,95,337	...	
Barwada extension	108	21	2,994	143	21	2,276	108	44,057	56,938	...	12,881	...	
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	324	1,719	6,22,215	362	1,790	5,94,730	332	1,11,74,635	1,09,29,753	...	2,44,882	...	
Patanpur-Deesa	47	17	705	41	17	910	54	16,318	19,085	...	2,767	...	
South Indian	143	1,042	1,64,394	158	1,042	1,75,096	168	28,14,161	32,68,508	...	4,54,407	...	
Máyavaram-Mutpet	61	54	3,605	67	54	4,433	82	(c) 21,911	80,954	...	59,043	...	
Southern Mahratta (d)	115	1,165	1,48,100	127	1,165	1,65,263	142	25,76,123	28,08,608	...	2,32,485	...	
Bengal and North-Western (e)	162	756	1,40,013	185	756	1,34,220	178	24,53,505	24,80,213	...	26,648	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	18,257	79	231	18,415	80	4,12,132	4,10,001	...	2,131	...	
TOTAL	286	8,302	24,68,984	297	8,377	24,94,607	298	4,82,72,165	4,82,17,195	...	54,970	...	
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	255	2,507	5,83,661	233	2,511	7,98,149	318	1,27,85,861	1,38,95,480	...	11,09,619	...	
Oudh and Rohilkhand (state)	287	741	2,30,955	312	797	2,29,995	289	43,05,104	46,21,621	...	3,16,517	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	281	813	1,89,927	234	813	1,09,740	246	45,00,202	49,54,681	...	3,64,380	...	
Bengal Central (g)	126	123	14,348	115	125	15,370	123	3,06,009	3,35,345	...	29,336	...	
East Coast (state)	107	266	30,329	114	397	42,444	107	5,28,693	7,44,057	...	2,15,364	...	
<i>Metre gauge—</i>													
Burma (state)	199	730	1,16,588	160	746	1,37,835	185	30,69,106	31,73,560	...	1,04,454	...	
<i>Special gauges—</i>													
Jorhat (state provincial)	44	25	904	36	28	1,338	48	22,132	25,491	...	3,352	...	
Cherra-Companyganj (state provincial)	60	8	514	64	8	357	45	9,463	10,739	...	1,276	...	
TOTAL	244	5,215	11,67,226	224	5,425	14,75,228	263	2,56,16,667	2,77,60,974	...	21,44,307	...	
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	596	1,490	8,70,260	584	1,490	7,09,091	476	1,88,40,978	1,55,59,610	...	32,80,368	...	
Bombay, Baroda and Central India	801	461	4,50,060	976	461	5,45,000	1,182	73,83,537	80,32,638	...	6,49,101	...	
Madras	237	840	1,91,508	228	840	2,22,924	265	38,77,203	42,37,673	...	3,60,470	...	
TOTAL	522	2,791	15,11,837	542	2,791	14,77,015	529	3,01,10,718	2,78,29,921	...	22,80,797	...	
TOTAL (GUARANTEED AND STATE)	313	16,308	51,48,047	316	16,593	53,96,850	325	10,39,09,550	10,38,08,090	...	1,91,460	...	
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	167	161	24,530	152	161	25,000	155	5,75,349	5,65,575	...	9,774	...	
Tarkessur	308	22	6,387	290	22	5,803	264	1,41,939	1,38,143	...	3,796	...	
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	140	67	7,796	116	66	8,163	124	1,96,573	1,47,184	...	49,089	...	
Bengal Dboars	80	32	2,682	84	36	2,870	80	41,600	57,836	...	16,236	...	
Dibru-Sadiya	133	78	9,889	127	78	9,435	121	2,15,842	2,33,493	...	17,651	...	
<i>Special gauge—</i>													
Darjeeling-Himalayan	232	51	14,424	283	51	20,509	402	2,25,120	2,57,684	...	32,555	...	
TOTAL	166	411	65,717	160	414	71,780	173	13,96,432	14,00,215	...	3,783	...	
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	185	333	63,712	191	333	62,762	188	11,80,695	13,55,388	...	1,74,693	...	
The Gaekwar's Petlad	112	13	2,116	103	13	1,510	116	29,491	27,927	...	1,564	...	
Rajpura-Bhatinda	192	108	17,437	161	108	25,051	232	3,34,681	6,08,848	...	2,74,167	...	
Kolar Gold-fields	306	...	...	...	10	3,554	355	...	50,799	...	50,799	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (i)	88	362	33,041	91	362	33,103	91	6,11,155	6,36,415	...	25,260	...	
The Gaekwar's Mohana	98	93	8,722	94	93	7,450	80	1,83,878	1,54,074	...	29,804	...	
Kolhapur	92	29	2,233	77	29	2,776	96	54,864	48,526	...	6,338	...	
<i>Special gauge—</i>													
The Gaekwar's Dabhoi	81	72	6,535	91	72	6,930	96	1,22,262	99,201	...	23,061	...	
Cooch Behar	30	22	613	28	22	930	42	12,818	22,627	...	9,809	...	
TOTAL	130	1,032	1,34,409	130	1,042	1,44,066	138	25,29,844	30,03,805	...	4,73,961	...	
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	131	334	40,465	148	334	63,547	190	9,23,132	9,16,730	...	6,393	...	
Jetalsar-Rajkot	68	46	3,609	78	46	3,879	84	63,406	75,095	...	11,629	...	
Jodhpur-Bickaneer	75	364	29,165	80	364	19,300	53	5,57,879	4,44,277	...	1,13,602	...	
<i>Special gauge—</i>													
Morvi	75	94	8,439	90	94	12,301	131	1,35,528	1,50,934	...	15,406	...	
TOTAL	97	838	90,618	108	838	99,027	118	16,80,005	15,87,045	...	92,960	...	
GRAND TOTAL	290	18,580	54,38,791	293	18,887	57,11,723	302	10,96,05,831	10,97,99,155	...	1,93,374	...	

(a) Includes the Bhopal-Jitai railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 10th May 1894.

(d) Includes the Cantakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. VI of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1893-94.	WEEK ENDING 10TH MAY 1894.				WEEK ENDING 18TH MAY 1895.				Earnings from 1st April to 19th May 1894.	Earnings from 1st April to 18th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>		
<i>Standard gauge—</i>													
East Indian	602	1,683	10,75,270	639	1,687	11,22,537	665	81,40,014	80,99,085	...	40,929	...	...
Bengal-Nagpur	149	862	1,66,224	193	862	1,75,000	203	11,96,487	11,33,969	...	62,518	...	...
Indian Midland (a)	132	752	1,27,207	169	752	1,01,727	135	9,58,058	6,86,444	...	2,71,614	...	...
Bezwa Extension	95	21	2,994	143	21	2,276	108	17,668	17,394	...	274	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	261	1,719	6,22,215	362	1,790	5,94,730	332	42,90,929	38,37,818	...	4,53,111	...	...
Palanpur-Deesa	41	17	705	41	17	910	54	6,178	7,883	...	1,705	...	...
South Indian	144	1,042	1,64,394	158	1,042	1,75,096	168	10,72,192	12,21,568	...	1,49,376	...	...
Máyavaram-Mutpet	...	54	3,605	67	54	4,433	82	(c) 21,911	33,355	...	11,444	...	...
Southern Mahratta (d)	100	1,105	1,48,100	127	1,165	1,65,263	142	10,30,442	11,33,321	...	1,02,879	...	...
Bengal and North-Western (e)	132	756	1,40,013	185	756	1,34,220	178	10,02,266	8,62,814	...	1,39,452	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	67	231	18,257	79	231	18,415	80	1,49,146	1,34,338	...	14,808	...	...
TOTAL	250	8,302	24,68,984	297	8,377	24,94,607	298	1,78,85,291	1,71,67,089	...	7,17,302	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	232	2,507	5,83,661	233	2,511	7,98,149	318	44,58,733	49,89,614	5,30,881	...	...	...
Oudh and Rohilkhand (state)	242	741	2,30,955	312	797	2,29,995	289	16,79,733	14,63,286	...	2,16,447	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	309	813	1,89,927	234	813	1,99,740	246	13,99,579	14,58,050	58,471	...	...	...
Bengal Central (g)	120	125	14,348	115	125	15,370	123	1,05,172	1,12,446	7,274	...	...	...
East Coast (state)	71	266	30,329	114	397	42,444	107	2,05,028	3,01,078	90,050	...	...	...
<i>Metre gauge—</i>													
Burma (state)	171	730	1,16,588	160	746	1,37,835	185	8,53,202	9,71,716	1,18,514	...	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	49	25	904	36	28	1,338	48	7,747	9,226	1,479	...	...	...
Cherra-Companyganj (state provincial)	54	8	514	64	8	357	45	3,492	2,778	...	714	...	...
TOTAL	226	5,215	11,67,226	224	5,425	14,25,228	263	87,12,686	93,08,194	5,95,508	...	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	510	1,490	8,70,260	584	1,490	7,09,091	476	65,98,655	53,20,018	...	12,78,637	...	...
Bombay, Baroda and Central India	618	461	4,50,069	976	461	5,45,000	1,182	31,31,539	34,80,415	3,48,876	...	...	...
Madras	238	840	1,91,508	228	840	2,22,924	265	13,48,578	14,32,636	84,058	...	...	...
TOTAL	440	2,791	15,11,837	542	2,791	14,77,015	529	1,10,78,772	1,02,33,069	...	8,45,703	...	...
TOTAL (GUARANTEED AND STATE)	277	16,308	51,48,047	316	16,593	53,96,850	325	3,76,76,749	3,67,09,252	...	9,67,497	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	148	161	24,539	152	161	25,000	155	2,51,233	1,94,062	...	57,171	...	...
Tarkessur	253	22	6,487	290	22	5,803	264	56,969	51,748	...	5,221	...	...
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	137	67	7,796	116	66	8,163	124	72,072	67,802	...	4,270	...	...
Bengal Doonars	77	32	2,682	84	36	2,870	80	12,899	19,067	6,168	...	...	...
Dibru-Sadiya	130	78	9,889	127	78	9,435	121	77,376	75,842	...	1,534	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	238	51	14,424	283	51	20,509	402	93,087	1,08,730	15,643	...	...	...
TOTAL	155	411	65,717	160	414	71,780	173	5,63,636	5,17,251	...	46,385	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	158	333	63,712	191	333	62,762	188	4,53,189	4,70,345	17,156	...	...	...
The Gaekwar's Petlad	92	13	2,116	163	13	1,510	116	12,969	10,353	...	2,616	...	...
Rajpura-Bhatinda	129	108	17,437	161	108	25,051	232	1,20,286	1,31,278	10,992	...	...	...
Kolar Gold-fields	...	...	...	...	10	3,554	355	...	18,596	...	...	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section (i))	95	362	33,041	91	362	33,103	91	2,19,850	2,19,586	...	264	...	...
The Gaekwar's Mehsana	75	93	8,722	94	93	7,450	80	64,299	54,817	...	9,482	...	...
Kolhapur	77	29	2,233	77	29	2,776	96	24,345	19,056	...	5,289	...	...
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	67	72	6,535	91	72	6,930	96	49,539	47,013	...	2,526	...	...
Cooch Behar	20	22	613	28	22	930	42	6,157	5,587	...	570	...	...
TOTAL	114	1,032	1,34,409	130	1,042	1,44,066	138	9,50,634	9,76,631	25,997	...	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	118	334	49,465	148	334	63,547	190	3,68,917	4,05,778	36,961	...	...	...
Jetalsar-Rajkot	60	46	3,609	78	46	3,879	84	24,917	29,987	5,070	...	...	...
Jodhpur-Bikaner	54	364	29,105	80	364	19,300	53	2,02,046	1,43,065	...	58,981	...	...
<i>Special gauge—</i>													
Morvi	67	94	8,439	90	94	12,301	131	50,109	66,126	16,017	...	...	...
TOTAL	81	838	90,618	108	838	99,027	118	6,45,889	6,44,956	...	933	...	...
GRAND TOTAL	256	18,589	54,38,791	293	18,887	57,11,723	302	3,98,36,908	3,88,48,090	...	9,88,818	...	...

* Figures for 1894-95 are not yet available.

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 19th May 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khangaon, and Amratoli railways.

(i) Includes the Mysore-Najangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT.

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SUPPLEMENT TO
The Gazette of India.

No. 23.}

CALCUTTA, SATURDAY, JUNE 8, 1895.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895

[illegible]

SUPPLEMENT TO THE GAZETTE OF INDIA, JUNE 8, 1895

[illegible]

(a) Not stated.

• Kalai.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 30 TOLAS.

Districts.	Wheat.		Barley.		Rice—best.		Rice—common.		Jawar or Cholam (Sorghum vulgare).		Bajra or Cornu (Pennisetia typhala).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		Mandi or Bhatta (Eleusine indica).		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[illegible]

Hunked.

† Nine pies per bundle.

Not sold.

Sold in bundles.

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 96 TOLAS.

DISTRICTS.	WHEAT.		RICE, BEST SORT.		RICE, COMMON.	JAWAR OR CHOLAM (Sorghum vulgare).	BAJRA OR CUMRU (Pennisetia spicata).	MARUA OR RAGI (Eleusine coracana).	KANOHI OR KAKUM, ITALIAN MILLET (Setaria italica).	GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arvensis).	MAIZE (Zea Mays).	ARHAR, OR TRUE, CADIAN PEA (Ceratium indicum).	PIREWOOD.	SALT.
	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.	Present.	Past.
Punjab—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Southern—														
Hissar	22 0	21 0	36 0	36 0	12 0	12 0	26 0	25 0	15 0	37 0	27 0	11 0	100 0	11 8
Ferozapore	21 0	21 0	39 0	39 0	9 0	8 0	21 0	19 0	15 0	36 0	26 0	10 0	100 0	12 12
Montgomery	21 0	21 0	31 0	31 0	12 0	10 0	21 0	19 0	15 0	36 0	26 0	10 0	190 0	12 0
Central—														
Gurgaon	22 0	21 0	31 0	31 0	9 0	9 0	23 0	23 0	12 0	30 0	20 0	22 0	100 0	10 0
Delhi	20 0	20 0	28 0	28 0	12 0	12 0	22 0	22 0	16 0	29 0	26 0	23 0	70 0	11 0
Rohitak	20 0	20 0	36 0	36 0	12 0	12 0	22 0	22 0	12 0	33 0	24 0	20 0	120 0	14 0
Karnal	20 0	20 0	30 0	30 0	11 0	11 0	20 0	20 0	12 0	32 0	25 0	15 0	120 0	10 8
Lahore	20 0	21 0	36 0	42 0	11 0	11 0	20 0	21 0	20 0	31 0	27 0	9 0	80 0	12 8
Sub-montane—														
Ambala	21 0	21 0	30 0	30 0	11 0	12 0	20 0	20 0	8 0	30 0	30 0	13 0	120 0	12 12
Ludhiana	23 0	24 0	36 0	36 0	13 0	13 0	23 0	23 0	17 0	30 0	32 0	13 0	110 0	13 0
Jullundhar	24 0	24 0	30 0	30 0	10 0	10 0	18 0	18 0	20 0	30 0	31 0	10 0	80 0	13 0
Hoshiarpur	24 0	24 0	32 0	32 0	10 0	10 0	20 0	20 0	16 0	29 0	29 0	10 0	110 0	12 8
Gurdaspur	26 0	26 0	32 0	32 0	12 0	12 0	26 0	26 0	12 0	28 0	24 0	10 0	100 0	12 0
Amritsar	22 0	23 0	42 0	42 0	11 0	11 0	24 0	24 0	19 0	30 0	26 0	10 0	90 0	12 0
Hills—														
Simla	13 0	12 0	17 0	16 0	8 0	8 0	13 0	16 0	9 0	16 0	16 0	9 0	90 0	9 0
Kangra	13 0	14 0	20 0	20 0	12 0	12 0	14 0	21 0	6 0	16 0	20 0	8 0	120 0	10 0
North-western—														
Sialkot	20 0	20 0	36 0	35 0	14 0	14 0	20 0	27 0	20 0	26 0	25 0	10 0	130 0	13 8
Gujranwala	22 0	23 0	41 0	44 0	13 0	13 0	23 0	25 0	16 0	31 0	28 0	10 0	110 0	13 0
Gujrat	24 0	25 0	35 0	35 0	14 0	14 0	23 0	28 0	10 0	26 0	26 0	10 0	110 0	14 0
Jhelum	27 0	28 0	40 0	40 0	14 0	14 0	28 0	28 0	18 0	28 0	28 0	10 0	120 0	14 0
Rawalpindi	22 0	21 0	34 0	30 0	8 0	8 0	26 0	28 0	20 0	27 0	31 0	10 0	70 0	13 10
Hazara	17 0	19 0	27 0	31 0	12 0	13 0	21 0	21 0	19 0	21 0	27 0	10 0	90 0	11 0
Peshawar	20 0	19 0	35 0	34 0	10 0	10 0	23 0	23 0	19 0	22 0	33 0	18 0	84 0	37 0
Kohat	23 0	20 0	41 0	45 0	7 0	11 0	30 0	30 0	19 0	25 0	32 0	10 0	102 0	51 0
Western—														
Shikhar	26 0	26 0	38 0	38 0	11 0	11 0	25 0	26 0	24 0	33 0	21 0	10 0	160 0	13 0
Jhang	21 0	22 0	32 0	35 0	8 0	8 0	24 0	25 0	20 0	27 0	28 0	10 0	160 0	13 0
Multan	19 0	18 0	32 0	32 0	14 0	14 0	25 0	23 0	20 0	27 0	24 0	10 0	90 0	12 4
Bannu	31 0	32 0	72 0	73 0	13 0	14 0	30 0	30 0	9 0	40 0	50 0	18 0	90 0	50 0
D. I. Khan	24 0	24 0	46 0	46 0	9 0	8 0	25 0	25 0	4 0	31 0	25 0	13 0	107 0	32 12
Muzaffargarh	20 0	20 0	30 0	32 0	17 0	17 0	23 0	20 0	18 0	24 0	25 0	8 0	140 0	11 0
D. G. Khan	17 0	17 0	31 0	28 0	8 0	8 0	25 0	20 0	18 0	24 0	15 0	10 0	125 0	20 0
Sind and Baluchistan—														
Karachi	15 0	15 0	...	...	11 0	11 0	16 0	16 0	...	19 0	...	8 0 and 10 0	80 0	14 8
Hyderabad	14 0	14 0	...	...	10 0	10 0	16 0	16 0	...	18 0	...	...	116 6	12 8
Thar and Parhar (Umarot).	16 0	16 0	...	...	10 0	10 0	21 0	21 0	...	24 0	...	...	142 0	12 0
Sukkur (Shikarpur)	16 0	16 0	...	...	10 0	10 0	21 0	21 0	...	23 0	...	...	160 0	11 8
Upper Sind Frontier	16 0	16 0	...	...	13 0	13 0	21 0	21 0	...	23 0	...	...	160 0	11 0
Quetta	18 0	18 0	24 0	24 0	7 0	7 0	15 0	15 0	6 0	18 0	18 12	9 0	80 0	9 0

RETAIL PRICES FOR THE 1st HALF OF APRIL 1895—continued

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).		MARUA OR BAOI (Eleusine indica).		KARORI OR KAKORI (Setaria italica).		GRAM, ONERA, CHOLA, GRADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ANNAR, OR THOR, CHADIAN PEA (Cajanus caryocarpus).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Madras—	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Malabar Coast—
Malabar—
S. Canara—
South, Central—
Coimbatore—
Nilgiris—
Salem—
Central—
Bellary—
Anantapur—
Cuddapah—
Kurnool—
East Coast, north—
Gajum—
Vizagapatnam—
Godavari—
East Coast, central—
Kutna—
Nellore—
East Coast, south—
Madras—
Chinglepat—
N. Arcot—
S. Arcot—
Tanjore—
Tritinopoly—
Southern—
Tinnevely—
Madura—
Mysore—
Bangalore—
Bolar—
Tumkur—
Hassan—
Raichur—
Shimoga—
Chitradurga—
Coorg—
Goorg—
Aden—

• Not sold.

FINANCE AND COMMERCE DEPARTMENT,
(Statistical Branch).J. F. FINLAY,
Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
ACCOUNT.
General.

No. 57 A. G., dated Simla, 24th May 1895.

**Review of the Revenue and Expenditure recorded under the head
"Civil Works" in the Accounts of the Government of India for
the official year 1893-94.**

READ—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the Accounts of Revenue and Expenditure recorded under the head "Civil Works" in the Accounts of the Government of India for 1893-94.

RESOLUTION.—The main points worthy of notice are:—

- I.—The improvement in Revenue and the decrease in Expenditure as compared with 1892-93.
- II.—The increase in the receipts from rents of buildings and the net return from buildings occupied as residences, *vide* paragraph 4.
- III.—The relative outlay on Civil Buildings and Communications, *vide* paragraphs 9, 13, 16, 17, 21 to 25 and 28 to 32.
- IV.—The establishment charges, *vide* paragraphs 14 and 15.
- V.—The net charge to the State on account of the Royal Indian Civil Engineering College at Coopers Hill and the Thomason College at Roorkee, *vide* paragraphs 5 and 11.

2. The figures of revenue compare as follows with those of 1892-93:—

	Rx.
1893-94	628,460
1892-93	607,914
	—
INCREASE	20,546
	—

The increase is due chiefly to larger receipts from "Rents of Buildings," "Ferry Receipts," "Tolls on Roads" and "Fines, Refunds and Miscellaneous;" the receipts from "Sale of old materials" show a large falling off. The largest items of revenue are under the head of "Ferry Receipts" and "Tolls on Roads," but the returns from these sources, as might be expected, show but little variation from year to year.

3. Under the head "Rents of Buildings" there was an improvement in the total receipts which amounted to Rx. 54,378. This is considerably in excess of any figure attained during the past five years. The net return from buildings occupied as residences (excluding those allotted rent-free) amounted to 1.80 per cent. against 1.64 in 1892-93, 1.72 in 1891-92 and 1.50 in 1890-91. The Capital cost of buildings set apart as residences, excluding those allotted rent-free, has increased during the year from Rx. 741,965 to Rx. 865,321. The bulk of the increase is due to a number of buildings having been brought on to the Capital and Revenue Accounts of civil buildings for the first time.

4. The total expenditure from all sources amounted to Rx. 4,828,657 against Rx. 4,969,615 in 1892-93, so that there has been a decrease of

Rx. 140,958 during the year under review. The figures (exclusive of outlay from Excluded Local Funds and Contributions compare as follows:—

	1892-93. Rx.	1893-94. Rx.	Difference. Rx.
Imperial	773,509	836,324	+62,815
Provincial	2,162,357	2,116,812	—45,545
Incorporated Local	1,714,593	1,677,144	—37,449
TOTAL	4,650,459	4,630,280	—20,179

It is observed that while there has been a decrease both under Provincial and Local expenditure, there has been an increase under Imperial; the net decrease amounting to Rx. 20,179.

5. Of the total outlay by Departmental and Civil officers during the year under review, much more was expended on new buildings than on new roads, the figures being Rx. 953,208 and Rx. 772,447, respectively, against Rx. 971,710 and Rx. 783,932, respectively, in the previous year. In the matter of repairs Rx. 1,341,481 were spent on communications and Rx. 316,051 on buildings against Rx. 1,328,493 and Rx. 289,893, respectively, in 1892-93. On works of Miscellaneous Public Improvement Rx. 227,000 were spent on new works and Rx. 108,090 on repairs against the corresponding figures of Rx. 377,165 and Rx. 105,596 in the previous year.

Attention is invited to the comparatively large outlay on new Civil Buildings which was principally from Provincial Funds. The Government of India think it desirable that some economy should be effected in this direction and that a larger proportion of the annual assignments should be devoted to works of Communication and especially feeder roads to railways.

6. The percentage of the Establishment charges on outlay on works and repairs amounted, in the case of expenditure by Public Works officers, to 27.98 against 27.48 in the previous year. The average for the five years ending 1893-94 is 26.02 per cent.

7. From the tables given in paragraph 15 of the Accountant General's note, it will be seen that of the total outlay by Public Works Officers, Establishment absorbed 21 per cent., while in the case of outlay by officers of other Departments the corresponding charge was 14 per cent. It is explained that the works executed by these officers required comparatively little professional skill, and that the supervision is therefore necessarily cheaper.

8. The net direct charge to the State in 1893-94 on account of the Royal Indian Engineering College amounted to £4,502, exclusive of salaries of passed students detained in England and passages of officers on appointment which amounted, respectively, to £3,683 and £611; the total of these three items amounting to £8,796 as compared with the corresponding total of £5,778 in 1892-93. On the other hand, the net debit on account of the Thomason College at Roorkee was Rx. 13,232 as compared with Rx. 12,614 in the previous year.

The Governments of Madras and Bombay (General), Bengal, the North-Western Provinces and Oudh, and the Punjab.

The Chief Commissioners of the Central Provinces, Burma, Assam, and Coorg.

The Resident at Hyderabad.

The Agents to the Governor General for Central India, Rajputana, and Baluchistan.

The Superintendent of Port Blair and Chief Commissioner, Andaman and Nicobar Islands.

The Accountant General, Public Works Department.

The Director General of Military Works.

ORDER.—Ordered, that the foregoing, with a copy of the note, be forwarded to the Local Governments, Administrations and officers noted in the margin for information.

Ordered also, that a copy of the Resolution and note be forwarded to the Finance Department, and that the papers be published in the Supplement of the *Gazette of India*.

W. S. S. BISSET, *Lieut.-Col., R.E.*,
Secretary to the Government of India.

Document accompanying.

Note by Accountant General, Public Works Department, with accompaniment.

Accompaniment to Public Works Department Resolution No. 57 A.-G., dated 24th May 1895.

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure recorded under the head "Civil Works" in the accounts of the Government of India for 1893-94.

The amount of Revenue and Expenditure exhibited in these accounts, and reviewed in the following paragraphs, is as follows :—

	COLLECTED OR EXPENDED BY		Collected or expended in England.	TOTAL.
	Public Works Officers.	Officers of other Departments.		
	Rx.	Rx.	Rx.	Rx.
Revenue	186,672	399,175	42,613	628,460*
Expenditure	3,476,338	1,211,939	140,380	4,828,657

*Includes outlay amounting to Rx. 198,377 from Excluded Local Funds and Contributions, and Rx. 51 spent by the Public Works Department, Bombay, for the Indo-European Telegraph Department.

REVENUE.

1. The Revenue credited in the accounts of the Government of India for 1893-94 under the head "Civil Works" amounts to Rx. 628,460. Of this sum—

Rx.	
186,672	were realised by Public Works officers in India ;
399,175	by officers of other Departments in India; and
42,613	in England.

TOTAL . 628,460

The sources of revenue and the amounts collected are :—

SOURCES OF REVENUE.	COLLECTIONS.								GRAND TOTAL.
	BY PUBLIC WORKS OFFICERS.				BY OFFICERS OF OTHER DEPARTMENTS.				
	Imperial.	Provincial.	Local.	TOTAL.	Imperial.	Provincial.	Local.	TOTAL.	
<i>India.</i>	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Rents of buildings	14,627	34,960	386	49,973	..	3,197	1,208	4,405	54,378
Sales of "	437	2,744	...	3,181	...	2,128	1,685	3,808	6,989
" of barrack furniture	2	...	...	2	...	...	...	...	2
" of tools and plant	181	5,936	750	6,867	...	...	...	...	6,867
" of produce	60	5,617	707	6,384	...	2,027	10,955	12,982	19,366
" of old materials	35	2,523	50	2,608	...	...	1,048	1,048	3,656
Value of materials from old buildings	482	522	...	1,004	...	...	...	...	1,004
Unclaimed deposits	123	73	6	202	...	...	...	...	202
Fines, refunds and Miscellaneous	313	26,792	175	27,280	381	1,340	6,172	7,793	35,073
Rents from Strand Bank, Maidan, etc., Calcutta . . . . .	...	4,776	...	4,776	...	...	...	...	4,776
Receipts from Public Works Workshops . . . . .	...	7,548	...	7,548	...	...	...	...	7,548
Receipts from Thomason Civil Engineering College, Roorkee . . . . .	...	2,865	...	2,865	...	...	...	...	2,865
Collections in Bombay, under the Highway Act . . . . .	...	2,383	...	2,383	...	...	...	...	2,383
Ferry receipts . . . . .	...	7,258	...	7,258	...	102,621	100,762	203,383	300,611
Tolls on roads . . . . .	...	64,341	...	64,341	...	7,495	37,366	44,861	109,202
Arboriculture . . . . .	...	...	...	...	...	...	6,257	6,257	6,257
Tolls on steamers . . . . .	...	...	...	...	...	...	1,023	1,023	1,023
Contributions . . . . .	...	...	...	...	...	4,227	17,096	22,223	22,223
Fees on masonry graves . . . . .	...	...	...	...	...	1,392	...	1,392	1,392
TOTAL	16,260	168,338	2,074	186,672	381	124,322	274,472	399,175	585,847
<i>England.</i>									
Royal Indian Civil Engineering College, Coopers Hill	25,828	...	...	25,828	...	...	...	...	25,828
Exchange	16,785	...	...	16,785	...	...	...	...	16,785
TOTAL	42,613	...	...	42,613	...	...	...	...	42,613
GRAND TOTAL	58,873	168,338	2,074	289,285	381	124,322	274,472	399,175	628,460
For details by Provinces, see page of account	v	vi	vi	...	v	vi	vi	...	vi

8. A comparison of the actual revenue derived from "Civil Works" with the Budget and Revised Estimates is given below :—

YEAR.	Budget Estimates.	Revised Estimates.	Actuals.
	Rx.	Rx.	Rx.
1893-94	581,200	607,100	628,460

The increases of Rx. 47,260 over Budget Estimate and of Rx. 21,360 over Revised Estimate are chiefly due to the recovery of the Government share of the profits of the Darjeeling-Himalayan Railway for the four years ending 30th June 1893 ; to an improvement in the ferry receipts and tolls on roads in Madras and Bombay ; and to the receipt of large contributions from Municipalities and private parties.

4. *Rents of buildings, Rx. 54,378.*—The receipts from this source compare as follows with the realizations in the four preceding years :—

YEARS.	By Public Works Officers.	By Officers of other Departments.	TOTAL.
	Rx.	Rx.	Rx.
1889-90	36,875	4,061	40,936
1890-91	37,888	4,028	41,916
1891-92	38,908	4,066	42,974
1892-93	41,640	4,195	45,835
1893-94	49,973	4,405	54,378

The net return on capital cost of buildings set apart as residences, excluding those allotted rent-free, is 1·80 per cent. as shown below against 1·64 per cent. in the previous year. This class of outlay is, it will be observed, very unprofitable. A large sum has been expended on rent-free buildings, especially in the provinces of Bengal and Bombay :—

CAPITAL COST OF BUILDINGS FROM EXAMINER'S ACCOUNTS.				COST OF REPAIRS.			Net return excluding repairs to rent-free build-ings.	Percentage of net return on Capital cost excluding rent-free build-ings.
Year of the Account.	AMOUNT.			Rents realised.	Rent-free build-ings.	Other build-ings.		
	*Rent-free build-ings.	Other build-ings.	TOTAL.					
	Rx.	Rx.	Rm.	Rx.	Rx.	Rx.	Rx.	Rx.
India	Central India	1893-94	...	19,907	19,907	...	...	...
	Rajputana	do.	5,985	19,803	25,788	1,167	57	732
	Coorg	do.	2,876	6,549	9,425	184	19	111
	Paluchistan	do.	...	50,890	50,890	1,912	...	865
TOTAL INDIA			8,861	97,149	106,010	4,209	76	2,113
Central Provinces	1893-94	25,279	23,003	48,282	1,255	325	1,459	—204
Upper Burma	do.	8,464	40,961	49,425	1,886	189	1,148	738
Lower "	do.	10,497	52,887	72,384	2,503	166	1,740	703
Assam	do.	12,723	24,560	37,283	1,478	662	1,112	366
Bengal	do.	862,408	157,025	525,493	5,028	4,292	2,914	2,114
North-Western Provinces and Oudh	do.	31,804	69,528	101,332	2,278	854	1,752	526
Punjab	(b) do.	8,357	100,947	109,304	4,356	62	1,645	2,711
Madras	do.	66,471	104,851	171,322	4,645	781	2,286	2,359
Bombay	do.	184,263	194,430	378,693	7,814	2,283	3,689	4,125
TOTAL			784,187	865,821	1,569,508	35,452	9,690	19,858
							29,548	
							15,694	1·80

* Excluding buildings occupied as residences by Heads of Local Governments and Administrations.

(a) Excludes certain Provincial buildings, the financial results of which have not been recorded in the Capital and Revenue Account for 1893-94.

(b) The Provincial Civil Works Capital and Revenue Accounts not having been received, the figures of 1893-94 have been adopted in the case of Provincial buildings.

5. *Receipts from the Thomason Civil Engineering College, Roorkee, Rx. 2,865.*—The financial results of the working of this college were—

	Rx.
Income	2,865
Outlay—	
Salaries	} 15,083
Office establishment	
Book Depot and Press	
Repairs of buildings	1,014
TOTAL	16,097
Net debit	13,232
Against in 1892-93	12,614
Ditto in 1891-92	15,450

6. *Ferry Receipts, Rx. 300,641.*—This is the largest source of revenue credited under the head "Civil Works;" the major portion of it, amounting to Rx. 293,383, has been realized by Civil Officers.

The realizations under this head during the last four years are shown in the following table:—

YEARS.	By Public Works Officers.	By Civil Officers.	TOTAL.
	Rx.	Rx.	Rx.
1890-91	3,815	295,593	299,408
1891-92	4,821	301,581	306,402
1892-93	7,914	286,060	293,974
1893-94	7,258	293,383	300,641

The increase of Rx. 6,667 in 1893-94 occurs mainly in Madras and Bengal.

The largest sums were collected in the following provinces:—

PROVINCES.	Amount.
	Rx.
Bombay	14,462
Assam	14,857
Punjab	33,818
North-Western Provinces and Oudh	58,888
Bengal	61,799
Madras	92,393

The incidence of the revenue is—

	Rx.
Imperial	Nil.
Provincial	109,879
Local	190,762
TOTAL	300,641

EXPENDITURE.

7. The *Expenditure* recorded in the accounts for 1893-94 under the head "Civil Works" amounts to Rx. 4,828,657. Of this sum—

Rx. 3,476,338 were expended by Officers of the Public Works Department;

„ 1,211,939 by Officers of other Departments;

„ 4,688,277 and

„ 140,380 in England, including exchange, but exclusive of Rx. 5,471, the value of stores supplied to India, included in the outlay upon the works concerned.

„ 4,828,657 in all.

8. The following table compares the actuals of the year (exclusive of outlay from Excluded Local Funds and Contributions) with the Budget and Revised Estimates:—

FUNDS.	Budget Estimate.	Revised Estimate.	Actuals.
	Rx.	Rx.	Rx.
Imperial	837,600	844,700	836,324*†
Provincial	2,280,600	2,162,400	2,116,812
Local	1,772,700	1,742,200	1,677,144
TOTAL	4,890,900	4,749,300	4,630,280

* Inclusive of Rx. 51 spent by the Public Works Department, Bombay, for the Indo-European Telegraph Department.

† Differs from the amount shown in the Finance and Revenue Accounts of the Government of India by Rx 16, the amount of outlay in England and exchange (under Coorg) not brought to book by Examiner in 1893-94.

Imperial outlay, Rx. 836,324.

The outlay, as compared with the Budget Estimate, shows a small decrease of Rx. 1,276, which calls for no remark. Compared with the Revised Estimate there has been a lapse of Rx. 8,376, which occurred principally in the expenditure in England.

Provincial outlay, Rx. 2,116,812.

The lapses from the Revised and Budget Estimates are due to an over-estimate of the requirements of the year.

The following table shows the lapses, distributed under Departmental and Civil Officers:—

	Departmental Officers.	Civil Officers.	TOTAL.
	Rx.	Rx.	Rx.
Budget Estimate	2,153,400	127,200	2,280,600
Actuals	2,012,858	103,954	2,116,812
LAPSE	140,542	23,246	163,788
Revised Estimate	2,048,700	113,700	2,162,400
Actuals	2,012,858	103,954	2,116,812
LAPSE	35,842	9,746	45,588

Incorporated Local Fund outlay, Rs. 1,677,144.

The lapses from the Revised and Budget Estimates occurred chiefly under Civil Officers owing mainly to the expenditure in Madras having been over-estimated.

The actual outlay by Departmental and Civil Officers, is compared with the Budget and Revised Estimates in the following table :—

	Departmental Officers.	Civil Officers.	Total.
	Rx.	Rx.	Rx.
Budget Estimate	582,700	1,190,000	1,772,700
Actuals	575,027	1,102,117	1,677,144
LAPSE	7,673	87,883	95,556
Revised Estimate	599,300	1,142,900	1,742,200
Actuals	575,027	1,102,117	1,677,144
LAPSE	24,273	40,783	65,056

The total expenditure of the year has been charged in the accounts in the following manner:—

	Rx.
New works	1,952,655
Repairs	1,765,622
Tools and Plant	50,479
Decrease in stores, etc.	—17,937
Miscellaneous (Contributions to Municipalities, etc.)	42,074
Establishment	895,384
Add—	4,688,277
In England	140,380
TOTAL	4,828,657

9. The following table exhibits the services on which this sum was spent and the funds out of which it came. The outlay from Excluded Local Funds and contributions, Rx. 198,377, represents money expended, mainly on works requiring professional skill, by the agency of the Public Works Department for local bodies and institutions.

SERVICE AND DEPARTMENTAL HEADS.	Imperial.	Provincial.	Incorporated Local.	Excluded Local, Local Loans and Contributions.	TOTAL.
INDIA.	Rx.	Rx.	Rx.	Rx.	Rx.
PUBLIC WORKS OFFICERS.					
Civil Buildings—					
New works	199,779	614,005	38,329	42,313	894,426
Repairs	68,663	174,413	17,193	9,652	269,921
Communications—					
New works	173,709	210,082	170,509	18,648	573,088
Repairs	86,153	473,979	218,333	7,343	765,808
Miscellaneous Public Improvements—					
New works	12,525	22,495	29,460	76,033	140,513
Repairs	2,013	18,910	11,350	80,127	63,900
TOTAL WORKS AND REPAIRS	543,832	1,513,884	486,174	184,116	2,727,006
Establishment	141,661	485,312	84,008	13,207	724,788
Tools and Plant	10,358	35,824	5,245	1,054	42,481
Suspense	—5,776	—12,162	...	...	—17,937
TOTAL PUBLIC WORKS OFFICERS	690,076	2,012,858	575,027	198,377	3,476,338
OFFICERS OF OTHER DEPARTMENTS.					
Civil Buildings—					
New works	2,725	7,011	49,043	...	58,782
Repairs	789	7,379	37,962	...	46,130
Communications—					
New works	44	4,365	195,000	...	199,409
Repairs	785	15,532	539,406	...	555,673
Miscellaneous Public Improvements—					
New works	146	22,759	69,582	...	86,487
Repairs	339	10,384	34,067	...	44,790
TOTAL WORKS AND REPAIRS	4,778	67,430	919,063	...	991,271
Establishment	373	11,191	159,033	...	170,596
Tools and Plant . . . . .	...	215	7,783	...	7,998
Miscellaneous	718	25,118	16,238	...	42,074
TOTAL OFFICERS OF OTHER DEPARTMENTS	5,866	103,954	1,102,117	...	1,311,939
TOTAL	695,944	2,116,812	1,677,144	198,377	4,688,277
ENGLAND.					
Royal Indian Civil Engineering College, Cooper's Hill					30,330
Other charges in connection with the training of officers, absence and furlough allowances of Military and Civil officers, employed in the Public Works Department, etc., etc.					54,756
TOTAL ENGLAND at two shillings per rupee					85,086
EXCHANGE					55,294
GRAND TOTAL					(a) 4,828,657

(a) Differs from the amount shown in page XV by Rx. 15, the amount of outlay in England and Exchange (under Coorg) not brought to book by Examiner in 1893-94.

10. *Outlay in England.*—The outlay in England, exclusive of the value of stores charged to works in these accounts, compares as follows with the actuals of the previous four years :—

DETAILS.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	£	£	£	£	£
Salaries of President, Professors, etc., and other charges of the Royal Indian Civil Engineering College, Cooper's Hill .	25,602	24,905	28,017	28,184	30,330
Salaries, etc., of passed students detained in England .	4,357	4,380	4,334	4,537	3,683
Passage to India of Officers on appointment .	1,576	704	761	761	611
Furlough pay and absentee allowances of Officers of the Public Works Department .	66,109	43,785	48,639	49,203	49,729
Salaries, etc., of Indian Officers of the Public Works Department undergoing training in England .	745	679	434	479	354
Remuneration for professional services .	...	1,098	167	368	379
	98,389	75,551	82,352	83,532	85,086
Exchange .	44,160	24,686	35,763	50,255	55,294
TOTAL	142,549	100,237	118,115	133,787	140,380

11. The direct charge to the State under the head "Civil Works" on account of the Royal Indian Civil Engineering College at Cooper's Hill was—

	Charge in sterling.	Income in sterling.	Net charge.
	£	£	£
In 1893-94 .	30,330	25,828	4,502
" 1892-93 .	28,184	27,704	480
" 1891-92 .	28,017	27,197	820
" 1890-91 .	24,905	24,878	27
" 1889-90 .	25,602	25,172	430
" 1888-89 .	28,768	26,380	2,388

There has been a large increase in 1893-94 in connection with this College.

12. The distribution of the outlay in India by Provinces is shown in the following table :—

PROVINCES.		SERVICES.									
		CIVIL BUILDINGS.		COMMUNICATIONS.		MISCELLANEOUS PUBLIC IMPROVEMENTS.		Establishment.	Tools and Plant.	Suspense.	Total.
		Works.	Repairs.	Works.	Repairs.	Works.	Repairs.				
		Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
MILITARY WORKS DEPARTMENT.	Imperial	4,733	5,468	...	...	...	...	2,346	158	-5,531	7,168
		4,733	5,468	...	...	...	...	2,346	158	-5,531	7,168
RAJPUTANA	Imperial	5,009	2,332	949	5,562	...	...	4,845	214	...	18,911
	Local	47	38	116	1,170	...	...	137	20	...	1,522
		5,056	2,370	1,065	6,732	...	...	4,982	234	...	20,433
CENTRAL INDIA	Imperial	1,874	1,434	4,807	11,861	...	...	8,876	300	-1,269	27,913
		1,874	1,434	4,807	11,861	...	...	8,876	300	-1,269	27,913
COORG	Imperial	1,533	630	4,609	7,774	1,210	106	3,431	1,144	-334	20,132
	Local	...	...	902	1,161	128	52	516	34	...	2,733
		1,533	630	5,511	8,935	1,338	158	3,967	1,178	-334	22,925
HYDERABAD	Imperial	1,721	1,001	...	...	...	...	620	41	...	3,392
		1,721	1,001	...	...	...	...	620	41	...	3,392
PORT BLAIR	Imperial	1,531	1,361	...	...	...	...	1,011	...	12	3,915
		1,531	1,361	...	...	...	...	1,011	...	12	3,915
BAIUCHISTAN	Imperial	19,682	4,640	10,867	5,551	3,215	753	9,828	605	(a)	50,375
		19,682	4,640	10,867	5,551	3,215	753	9,828	605	-4,275	50,375
CENTRAL PROVINCES	Imperial	885	279	...	...	...	...	263	17	...	1,449
	Provincial	51,537	7,889	31,229	43,947	798	68	2,598	2,598	525	135,350
	Local	324	...	13,538	4,900	1	7	...	...	...	18,176
		52,746	8,168	44,767	53,247	799	75	40,087	2,555	525	202,969
UPPER BURMA	Imperial	85,732	16,668	61,735	48,850	3,625	1,680	69,659	5,212	5,849	299,076
	Local	208	...	20	80	2,951	11	1,087	49	...	4,401
		85,935	16,668	61,755	48,930	6,576	1,700	70,746	5,261	5,849	303,479
LOWER BURMA	Imperial	151,601	17,091	21,424	1,361	232	...	485	24	...	2,103
	Provincial	3,586	230	60,305	60,380	1,686	1,756	45,857	3,748	1,288	304,831
	Local	...	...	25,562	8,090	12,172	2,680	11,943	779	...	65,089
		155,186	17,320	46,986	69,831	14,000	4,435	58,285	4,551	1,288	372,022
ASSAM	Imperial	973	759	63,106	4,661	...	...	18,437	1,203	-126	104,972
	Provincial	11,128	6,975	60,305	40,679	1,766	418	29,635	4,161	431	155,483
	Local	268	169	34,297	24,472	4,261	1,662	5,551	...	...	70,680
		12,269	7,903	177,768	69,812	6,027	2,015	53,623	5,363	305	335,655
BENGAL	Imperial	13,974	12,509	...	...	...	...	6,131	408	-539	32,433
	Provincial	76,172	30,898	23,225	56,575	514	6,099	71,153	1,886	-13,577	255,945
	Excluded Local	160	...	33	285	...	...	103	7	...	555
		90,296	43,407	26,258	56,840	514	6,099	77,387	2,301	-14,116	288,983
NORTH WESTERN PROVINCES AND OUDH.	Imperial	8,806	4,804	...	...	...	...	3,108	204	...	16,922
	Provincial	65,807	28,953	16,829	81,062	11,852	1,353	79,101	1,120	-12,783	276,299
	Local	14,382	5,322	51,810	78,692	...	1,668	39,900	1,500	...	103,741
		88,995	39,079	68,639	162,754	11,852	3,021	122,109	2,824	-12,783	486,962
PUNJAB	Imperial	27,808	8,404	8,146	324	2,309	...	6,726	453	464	54,534
	Provincial	54,432	23,150	30,949	86,213	797	4,494	68,338	3,087	256	271,721
	Local	9,471	10,324	11,775	38,320	5,345	4,579	11,473	645	...	91,897
	Excluded Local	4,223	3,922	30	1,224	15,386	26,452	3,534	213	...	54,944
		95,897	45,800	50,900	126,086	23,737	35,525	90,133	4,398	720	473,124
Carried forward		617,474	195,847	498,823	620,588	63,148	53,801	544,000	29,764	-29,639	2,508,825

(a) Includes Rx. 2,414 on account of Patna and Patna.

PROVINCES.		SERVICES.										
		CIVIL BUILDINGS.		COMMUNICATIONS.		MISCELLANEOUS PUBLIC IMPROVEMENTS.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	TOTAL.
		Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
Brought forward		Rx. 617,474	Rx. 195,847	Rx. 498,823	Rx. 620,688	Rx. 68,148	Rx. 53,801	Rx. 544,009	Rx. 29,764	Rx. -29,629	Rx. ...	Rx. 2,598,825
BENGAL	Imperial	1,168	1,542	...	...	...	...	622	40	...	...	3,372
	Provincial	107,452	21,441	10,570	15,531	458	1,788	57,124	4,047	10,777	...	229,188
	Local	828	...	470	2,227	13	6	1,240	390	...	...	5,173
	Excluded Local	-96	323	...	...	2,028	646	438	25	...	...	3,857
		109,852	22,805	11,040	17,758	2,494	2,438	59,424	4,502	10,777	...	241,090
BOMBAY	Imperial	24,400	6,784	20	200	1,934	365	5,239	341	-6	...	39,257
	Provincial	95,876	38,016	12,551	81,587	4,624	2,039	94,285	5,237	921	...	336,036
	Local	9,288	581	82,019	59,821	4,589	727	12,759	1,828	...	...	121,612
	Excluded Local	2,187	878	8,274	1,567	16,161	1,087	3,092	343	...	...	28,589
		131,751	46,239	47,894	143,175	27,808	5,118	115,375	7,749	915	...	525,494
TOTAL		868,577	265,391	557,727	781,521	97,950	61,357	718,808	42,015	-17,987	...	3,365,409
d—Outlay from Contributions, vide para. 37.		35,849	4,530	15,311	4,287	42,563	1,948	5,080	466	...	...	110,929
TOTAL PUBLIC WORKS OFFICERS		894,426	269,921	573,038	785,808	140,513	63,300	724,788	42,481	-17,987	...	3,476,338
BRASSAN		363	...	...	...	...	...	...	...	...	...	363
SICHISTAN		2,462	789	44	232	146	339	372	...	...	718	5,102
CHEN		...	...	...	503	...	...	...	...	...	...	503
PUTANA		42	62	...	60	50	1	...	...	...	87	303
CENTRAL INDIA		349	117	...	45	27	21	84	...	...	...	583
INDIA		...	...	...	...	...	...	5	...	...	...	5
CENTRAL PROVINCES	Provincial	...	...	...	...	...	...	35	...	...	59	94
	Local	40	146	590	9,718	476	732	4,089	78	...	427	16,296
		40	146	590	9,718	476	732	4,124	78	...	486	16,390
BURMA		180	1	6,492	3,636	9,134	1,540	845	220	...	109	22,107
BURMA	Provincial	...	...	...	...	...	...	...	...	...	20,558	20,558
	Local	46	39	5,514	5,549	2,107	841	1,444	119	...	551	16,210
		46	39	5,514	5,549	2,107	841	1,444	119	...	551	16,210
M	Provincial	1,986	...	2,768	...	...	...	5	...	...	...	4,709
	Local	...	...	225	...	...	...	...	...	...	89	314
		1,986	...	2,993	...	...	...	5	...	...	89	5,023
AL	Provincial	200	1,285	...	3,076	311	2,860	4,346	78	...	...	12,166
	Local	27,002	15,998	109,443	225,083	16,829	3,241	64,397	2,839	...	...	465,832
		27,202	17,283	109,443	228,159	17,140	6,101	68,643	2,917	...	...	477,488
N-WESTERN PROV. AND OUDH.	Provincial	930	5,237	1,123	1,832	3,433	7,487	5,026	137	...	1,970	27,175
	Local	2,833	6,494	4,509	31,035	52	301	10,407	1,066	...	805	57,572
		3,813	11,731	5,632	32,867	2,485	7,788	15,433	1,223	...	2,775	84,747
AD	Provincial	...	...	...	...	...	...	1,779	...	...	1,691	3,470
	Local	...	...	...	...	...	...	912	...	...	11,515	12,427
		...	...	...	...	...	...	2,691	...	...	13,206	15,997
AS	Provincial	3,945	857	474	10,624	19,015	83	...	...	...	...	34,948
	Local	11,752	8,685	52,723	215,468	9,226	14,923	58,013	2,903	...	629	374,822
		15,697	9,542	53,197	226,092	28,241	14,956	58,013	2,903	...	629	409,270
AY	Provincial	...	...	...	...	...	4	...	...	...	840	844
	Local	6,202	6,420	15,504	48,812	25,681	12,467	18,997	538	...	2,026	138,647
		6,202	6,420	15,504	48,812	25,681	12,471	18,997	538	...	2,866	137,401
OFFICERS OF OTHER DEPARTMENTS		58,783	46,130	199,409	555,673	86,487	44,780	170,596	7,998	...	42,074	1,211,939
GRAND TOTAL		953,208	316,051	772,447	1,341,481	227,000	108,030	895,284	50,479	-17,987	42,074	4,688,277

13. Omitting the outlay from Excluded Local Funds and Contributions in regard to which the Public Works Department is merely the executive agency employed to carry out the work, the outlay in India on "Civil Works" during 1893-94 compares as follows with that incurred during the four preceding years :—

HEADS OF SERVICE.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	Rx.	Rx.	Rx.	Rx.	Rx.
PUBLIC WORKS OFFICERS.					
Civil Buildings	980,556	1,173,631	1,279,205	1,084,082	1,112,382
Communications	1,245,756	1,277,781	1,397,404	1,278,582	1,332,855
Miscellaneous Public Improve- ments	139,242	74,063	216,371	129,853	97,653
Tools and Plant	30,013	40,030	48,321	57,972	41,427
Suspense (Stock, etc.)	-44,538	4,950	33,551	-10,522	-17,937
Profit and loss	29	33	184	...	...
Total, exclusive of Establishment	2,351,058	2,570,488	2,975,036	2,589,967	2,566,380
Establishment	684,025	655,763	649,302	684,941	711,581
TOTAL PUBLIC WORKS OFFICERS	2,985,083	3,226,251	3,624,338	3,224,908	3,277,961
OFFICERS OF OTHER DEPARTMENTS.					
Civil Buildings . . . . .	...	57,850	66,940	103,008	104,912
Communications . . . . .	...	789,175	807,376	813,596	755,082
Miscellaneous Public Improve- ments . . . . .	...	86,167	132,981	144,197	131,277
Tools and Plant . . . . .	...	9,758	9,637	9,140	7,996
Miscellaneous . . . . .	...	77,993	69,377	44,469	42,074
Total, exclusive of Establishment	...	1,020,943	1,086,311	1,114,410	1,041,343
Establishment . . . . .	...	163,933	166,441	177,354	170,596
TOTAL OFFICERS OF OTHER DE- PARTMENTS	*1,146,525	1,184,926	1,252,752	1,291,764	1,211,939
GRAND TOTAL	4,131,608	4,411,177	4,877,090	4,516,672	4,489,900

* The expenditure by Officers of other Departments was not detailed in the accounts by service heads till the year 1890-91.

14. The expenditure on Establishment bears the following ratio to the total outlay by Public Works Officers, exclusive of Establishment, and to the outlay on works and repairs only :—

	Percentage of Establishment on total outlay exclusive of Establishment.	Percentage of Establishment on outlay on Works and Repairs only.
1889-90	26.97	26.80
1890-91	25.51	25.97
1891-92	21.83	22.44
1892-93	26.96	27.48
1893-94	27.73	27.98

The provinces showing unfavourable results are :—

	Percentage on total outlay exclusive of Establishment.	Percentage on outlay on Works and Repairs.
Central India	46.62	44.23
Bengal	34.57	34.66
Port Blair	34.81	34.96
North-Western Provinces and Oudh	33.47	32.58
Madras	33.00	36.08
Rajputana	32.23	32.78
Upper Burma	30.39	31.92
Bombay	29.19	29.84

15. The following table shows the percentages of the total money expended in each Province under the different departmental and service heads:—

I.—BY PUBLIC WORKS OFFICERS.

Omitting Excluded Local and Contributions.

PROVINCES.	CIVIL BUILDINGS.		COMMUNICATIONS.		MISCELLANEOUS PUBLIC IMPROVEMENTS.		Estab-lishment.	Tools and Plant.	Sue-pense.	TOTAL.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.				
Military Works Department	66	76	...	...	...	...	33	2	-77	100
Rajputana	25	13	5	33	...	...	24	1	...	100
Central India	7	5	17	42	...	...	32	1	-4	100
Coorg	7	2	24	39	6	1	17	5	-1	100
Hyderabad	51	29	...	...	...	...	19	1	...	100
Port Blair	39	35	...	...	...	...	23	...	...	100
Baluchistan	39	9	21	11	6	1	20	1	-5	100
Central Provinces	26	4	23	26	...	...	20	2	...	100
Burma, Upper	28	6	20	16	2	1	23	2	2	100
Do., Lower	42	5	12	19	4	1	16	1	...	100
Assam	4	2	53	21	2	...	16	2	...	100
Bengal	31	15	9	20	...	2	27	1	-5	100
N.-W. Provinces and Oudh	18	8	14	34	2	1	25	1	-3	100
Punjab	22	10	12	30	2	2	21	1	...	100
Madras	46	10	5	7	...	1	25	2	4	100
Bombay	26	9	9	28	2	1	23	2	...	100
PERCENTAGE OF ALL PROVINCES	26	8	17	24	2	1	21	1	...	100

II.—BY OFFICERS OF OTHER DEPARTMENTS.

PROVINCES.	CIVIL BUILDINGS.		COMMUNICATIONS.		MISCELLANEOUS PUBLIC IMPROVEMENTS.		Estab-lishment.	Tools and Plant.	Sue-pense.	Mis-cella-neous.	TOTAL.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
Kheraan	100	...	...	...	...	...	...	...	...	...	100
Baluchistan	48	15	1	5	3	7	7	...	...	14	100
Mysore . . . . .	...	...	...	100	...	...	...	...	...	...	100
Rajputana	14	20	...	20	17	...	...	...	...	29	100
Central India	60	20	...	8	5	3	4	...	...	...	100
Coorg . . . . .	...	...	...	...	...	...	100	...	...	...	100
Central Provinces . . . . .	...	1	4	59	3	4	25	1	...	3	100
Burma, Upper	1	...	29	16	41	7	4	1	...	1	100
Do., Lower . . . . .	...	...	15	16	6	2	4	...	...	57	100
Assam	38	...	60	...	...	...	...	...	...	2	100
Bengal	6	3	23	48	4	1	14	1	...	...	100
N.-W. Provinces and Oudh	5	14	7	39	4	9	18	1	...	3	100
Punjab . . . . .	...	...	...	...	...	...	17	...	...	83	100
Madras	4	2	14	55	7	3	14	1	...	...	100
Bombay	5	5	11	38	18	9	14	...	...	2	100
PERCENTAGE OF ALL PROVINCES	5	4	16	46	7	4	14	1	...	3	100

16. Of the total outlay under Public Works Officers—

		AGAINST IN	
		1892-93.	1891-92.
26 per cent. was expended on new Buildings.	26 per cent.	26 per cent.	28 per cent.
17 " " " " " Roads	17 "	17 "	18 "
2 " " " " " Works of Miscellaneous Public Improvements	3 "	5 "	5 "
8 " " " " " was spent on repairs of Buildings	7 "	8 "	8 "
24 " " " " " Roads	28 "	20 "	20 "
1 " " " " " Works of Miscellaneous Public Improvements	1 "	1 "	1 "
Establishment absorbed 21 per cent. of the total outlay and	21 "	18 "	18 "
Tools and Plant, 1 per cent.	2 "	1 "	1 "

Similarly, of the total outlay under officers of other Departments:—

5 per cent. was expended on new Buildings	5 "	3 "
18 " " " " " Roads	18 "	18 "
7 " " " " " Works of Miscellaneous Public Improvements	7 "	7 "
4 " " " " " on repairs to Buildings	3 "	2 "
46 " " " " " Roads	45 "	47 "
4 " " " " " Works of Miscellaneous Public Improvements	4 "	3 "
14 " " " " " of the total outlay was recorded under Establishment	14 "	18 "
3 " " " " " under Miscellaneous, and	3 "	6 "
1 " " " " " of the outlay on Tools and Plant	1 "	1 "

17. The outlay under the different heads of service varies considerably in the several Provinces. More than one-fourth, or 26 per cent., of the total outlay by Public Works Officers has been spent on new buildings against 17 per cent. on new roads. The Provinces in which the percentage of new civil buildings is high are Madras, Lower Burma, Baluchistan, and Port Blair. The expenditure by the Military Works Department is almost solely upon churches in cantonments, and in Hyderabad, Imperial Civil Works consist of buildings only.

The largest expenditure on new roads has taken place in Assam, North-Western Provinces and Oudh, Upper Burma, Punjab, Bombay, Lower Burma and Central Provinces.

It is noticeable that in Bengal and Madras a comparatively small proportion of the outlay on the construction and maintenance of roads is incurred through the agency of Public Works Officers, the bulk of the expenditure under these heads being accounted for by Civil Officers. Central India maintains a high percentage for establishment; the percentage is lowest in Lower Burma and Assam.

The low percentage in Burma is due to additional outlay on works, owing to the transfer of the Rangoon Military Works division to the control of the Local Administration. In Assam the increased outlay on works, chiefly due to the construction of the Nichuguard-Manipur road, is the cause of the establishment percentage being so small.

The Military Works establishment percentage appears high, owing to the inclusion of the figures of the Accountant-General's auxiliary accounts under "Suspense." If those figures were omitted, the percentage would only be 19.

The major portion of the outlay by Civil Officers was upon maintenance of roads and was incurred in Madras, Bengal, North-Western Provinces and Oudh, and Bombay, and it will be observed, that repairs to roads have taken up 46 per cent. of the total outlay. Of the remainder, 16 per cent. was expended on new roads.

18. The *Imperial* outlay was incurred in the under-noted Provinces upon the objects detailed :—

IMPERIAL.	OFFICERS OF THE PUBLIC WORKS DEPARTMENT.																			
	INDIA.												BURMA.		CEYLON.		SINGAPORE.		MALACCA.	
	Central India.	Coorg.	Mysore.	Hyderabad.	Fort Blat.	Baluchistan.	Central Provinces.	Upper.	Lower.	Amam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.				
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of India.	117	81	...	...	...	10	401	1,833	...	706	2,680	125	1,401	613	1,878	11,371	
General Residences and Secretariat Offices of the Government of																				

	Military Works	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Balechistan.	Central Provinces.	Burmah.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Brought forward	10,301	7,341	3,366	3,173	...	2,723	2,993	24,331	1,164	102,460	...	1,633	26,463	13,610	36,313	2,710	31,164
IMPERIAL—contd.																	
COMMUNICATIONS.																	
Works.																	
Mettled and bridged roads	...	1,106	12,560	3,348	...	...	...	147	...	14,553	...	68,166	...	...	7,940	...	...
Raised, bridged, and unmetalled roads	...	...	...	1,130	...	...	...	6,087	...	39,603	...	...	...	...	...	...	...
District roads	...	...	...	75	...	...	...	...	...	4,033	...	...	...	...	...	...	30
Village roads	...	...	...	7	...	...	...	...	...	3,667	...	...	...	...	...	...	...
Boat-bridges and ferries	...	...	272	200	...	...	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers	...	...	...	...	...	...	...	2,133	...	...	...	...	...	...	306	...	...
Total	...	1,106	12,840	4,608	...	...	...	10,367	...	61,735	...	83,166	...	...	8,146	...	30
Deduct—Contributions	...	120	4,033	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	986	8,807	4,608	...	...	...	10,367	...	61,735	...	83,166	...	...	8,146	...	30
Repairs.																	
Mettled and bridged roads	...	5,966	12,306	638	...	...	...	1,476	...	14,330	...	4,661	...	...	334	...	...
Raised, bridged, and unmetalled roads	...	...	...	3,903	...	...	...	3,413	...	31,134	...	...	...	...	...	...	...
District roads	...	...	...	...	...	...	...	...	...	3,143	1,301	...	...	...	...	...	300
Village roads	...	...	...	3,100	...	...	...	...	...	1,383	...	...	...	...	...	...	...
Boat-bridges and ferries	...	...	365	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers	...	...	113	...	...	...	...	667	...	16	...	...	...	...	...	...	...
Miscellaneous	...	...	...	43	...	...	...	...	...	...	...	...	...	...	...	...	...
Deduct—Contributions	...	5,966	12,099	7,774	...	...	...	5,551	...	48,880	1,361	4,661	...	...	334	...	300
Total	...	5,966	11,861	7,774	...	...	...	5,551	...	49,880	1,361	4,661	...	...	334	...	300
MISCELLANEOUS PUBLIC IMPROVEMENTS.																	
Works.																	
Improvements to towns	...	14	...	...	...	...	...	413	...	966	...	...	...	...	...	...	...
Water-supply	...	416	...	3,006	...	...	...	338	...	798	...	...	...	...	3,309	...	635
Petroleum operations	...	...	...	...	...	...	...	3,363	...	...	...	...	...	...	...	...	...
Coal operations	...	...	...	...	...	...	...	34	...	...	...	...	...	...	...	...	...
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1,339
Light-houses	...	...	...	...	...	...	...	...	...	...	332	...	...	...	...	...	70
Sewerage and drainage	...	...	...	2	...	...	...	23	...	...	...	...	...	...	...	...	...
Miscellaneous	...	2,366	...	443	...	...	...	135	...	1,861	...	...	...	...	...	...	...
Deduct—Contributions	...	2,787	...	3,453	...	...	...	3,215	...	3,635	332	...	...	...	2,309	...	1,634
Total	...	...	...	1,210	...	...	...	3,215	...	3,635	332	...	...	...	2,309	...	1,634
Repairs.																	
Improvements to towns	...	45	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Water-supply	...	276	...	2	...	...	...	713	...	22	...	...	...	...	...	...	40
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	277
Light-houses	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
Sewerage and drainage	...	...	...	...	...	...	...	37	...	...	...	...	...	...	...	...	...
Miscellaneous	...	34	...	106	...	...	...	3	...	1,667	...	...	...	...	...	...	23
Deduct—Contributions	...	337	...	108	...	...	...	753	...	1,689	...	...	...	...	...	...	365
Total Repairs	...	...	...	106	...	...	...	753	...	1,689	...	...	...	...	...	...	365
TOTAL WORKS AND REPAIRS	10,301	13,863	30,026	15,971	...	2,723	2,993	44,217	1,164	218,368	1,693	89,446	26,483	18,610	46,991	2,710	33,663
Establishment	2,346	4,045	8,876	3,461	...	630	1,011	9,336	266	66,650	483	10,437	6,131	3,106	6,796	633	5,339
Tools and Plant	163	314	300	1,144	...	...	...	608	17	5,313	24	1,303	406	304	463	40	341
Expenses	-2,837	...	-1,860	-634	...	...	...	-4,275	...	5,840	...	-126	-530	...	464	...	-6
Total Public Works Officers carried over	7,160	16,911	27,913	20,133	...	3,693	3,915	50,375	1,440	280,070	2,109	100,973	32,483	16,923	54,694	3,370	39,257

	Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hydrabad.	Port Blair.	Khannan.	Bagdad.	Baluchistan.	Central Provinces.	BURMA.		Assam.	Bengal.	North Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Upper.	Lower.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Public Works Officers brought forward . . .	7,100	18,911	37,913	20,133	...	3,303	3,916	...	...	50,375	1,640	200,076	2,103	100,973	32,463	16,923	54,634	3,373	30,267	600,076
OFFICERS OF OTHER DEPARTMENTS.																				
CIVIL BUILDINGS.																				
Works.																				
Customs	487	...	...	...	...	...	...	...	...	...	487
Postal
Residences and Agencies	263	...	716	...	...	...	...	...	...	...	...	...	979
Land Revenue	1,083	...	...	...	...	...	...	...	...	...	1,083
Educational	36	...	...	...	...	...	...	...	...	...	36
Law and Justice
Police	40	...	...	...	...	...	...	...	...	...	40
Medical
Public Works
Miscellaneous	137	...	...	...	...	...	...	...	...	...	137
TOTAL	263	...	3,463	...	...	...	...	...	...	...	...	...	3,735
Repairs.																				
Customs	73	...	...	...	...	...	...	...	...	...	73
Residences and Agencies	38	...	...	...	...	...	...	...	...	...	38
Land Revenue	206	...	...	...	...	...	...	...	...	...	206
Law and Justice	16	...	...	...	...	...	...	...	...	...	16
Police	145	...	...	...	...	...	...	...	...	...	145
Medical	31	...	...	...	...	...	...	...	...	...	31
Public Works	264	...	...	...	...	...	...	...	...	...	264
Miscellaneous	17	...	...	...	...	...	...	...	...	...	17
TOTAL	789	...	...	...	...	...	...	...	...	...	789
COMMUNICATIONS.																				
Works.																				
Mettled and bridged roads	44	...	...	...	...	...	...	...	...	...	44
TOTAL	44	...	...	...	...	...	...	...	...	...	44
Repairs.																				
Mettled and bridged roads	140	...	...	...	...	...	...	...	...	...	140
Village roads	16	...	...	...	...	...	...	...	...	...	16
Bus-bridges and ferries	78	...	...	...	...	...	...	...	...	...	78
Miscellaneous	503	...	...	...	...	2	...	...	...	...	...	...	...	...	...	505
TOTAL	503	...	...	...	...	233	...	...	...	...	...	...	...	...	...	735
MISCELLANEOUS PUBLIC IMPROVEMENTS.																				
Works.																				
Water-supply	146	...	...	...	...	...	...	...	...	...	146
TOTAL	146	...	...	...	...	...	...	...	...	...	146
Repairs.																				
Water-supply	333	...	...	...	...	...	...	...	...	...	333
Miscellaneous	6	...	...	...	...	...	...	...	...	...	6
TOTAL	339	...	...	...	...	...	...	...	...	...	339
Total Works and Repairs	503	...	...	263	...	4,013	...	...	...	...	...	...	...	...	...	4,778
Establishment	372	...	...	...	...	...	...	...	...	...	372
Miscellaneous	718	...	...	...	...	...	...	...	...	...	718
TOTAL OFFICERS OF OTHER DEPARTMENTS	503	...	...	263	...	5,103	...	...	...	...	...	...	...	...	...	5,800
TOTAL IMPR READ	7,100	18,911	37,913	20,133	503	3,303	3,916	263	...	55,477	1,640	200,076	2,103	100,973	32,463	16,923	54,634	3,373	30,267	600,944

19. In Upper Burma the large outlay of Rx. 299,078 is due to the opening out of the Province generally. The other provinces showing heavy outlay are Assam and Baluchistan. The principal works on which outlay was incurred were :—

In Coorg—

Opening out Veerajpet-Periapatam road.
Bridge across the causeway at Siddapur, Bangalore-Mangalore road.

In Baluchistan—

Buildings—New block of Public Offices, Quetta.
New Residency, Quetta.
Roads—Hindu Bagh, Fort Sandeman.
Mir Ali Khil-Khajuri Kach Section of the Murga-Gomal road.
Chor Khil Phana road.
Miscellaneous Public Improvements—Fort Sandeman Water-supply.

In Upper Burma—

Buildings—Jails at Bhamo and Kindat.
Roads—Myingyan-Fort Stedman, Yeu-Kin-u, Taungdwingyi-Natmonk, Banmouk-Mansi.

In Lower Burma—

Light-house at Oyster Island.

In Assam—

Road from Nichuguard to Manipur.

In Punjab—

Buildings—Constructing Militia lines, Kurram.
Civil buildings at Para Chinar.
Purchase and improvements of Snowdon Estate, Simla.

In Bombay—

Buildings—Offices and quarters for the Customs and Salt Departments at Castle Rock.

The outlay incurred to the end of 1893-94 on the construction of the North-West Frontier road from Dera Ismail Khan to Khusalgarh is as follows :—

	Estimate. Rx.	Outlay. Rx.	Excess. Rx.
Works	324,581	319,967	—4,614
Establishment	65,897	69,312	+ 3,415
Tools and Plant	12,600	9,358	—3,242
TOTAL	403,078	398,637	—4,441

In addition to this there has been an outlay of Rx. 4,315 on this work against an estimate of Rx. 2,595 which has been debited to 44—Military Works.

The largest outlay on repairs of buildings is in Upper Burma and is due to the large increase in the number of Police buildings.

More than half of the total outlay on the up-keep of roads has been incurred in Upper Burma : Central India, Coorg, Baluchistan, and Rajputana absorb most of the remainder.

20. The *Provincial* outlay was incurred in the under-noted Provinces upon the objects specified below—

	Military Works.	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Burma,		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.	
								Upper.	Lower.								
OFFICERS OF THE PUBLIC WORKS DEPARTMENT.																	
CIVIL BUILDINGS.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	
New Works.																	
Post	4	120	701	825
Telegrams	738	...	9	310	947
Postal.	1,175	1,175
Telegraph	611	611
Police	1,948	...	...	...	1,002	895	226	713	1,006	7,540	
Residences for Local Governments, etc.	92	...	16,908	1,438	1,778	1,425	623	2,301	2,352	26,808	
Secretariat Offices	20	...	...	226	414	227	440	1,449	228	3,010	
Prison houses not being Commissioners' Courts	280	...	...	...	...	...	...	...	...	280	
Land Revenue	927	...	...	...	12,307	21,487	8,316	24,137	25,481	102,694	
Money and Currency	388	430	...	818	
Board of Revenue	36	145	10	51	...	242	
Political Agencies	70	...	...	211	19	979	1,279	
Camps and Stationery	15,217	...	...	4,077	...	19,294	
Other Departments	700	1,075	1,264	961	895	82	5,297	
Law and Justice	17,416	...	18,433	3,091	11,205	9,694	4,889	9,755	7,140	81,687	
Administrative	785	...	214	199	861	335	977	887	2,348	7,201	
Police	15,660	...	28,454	308	3,331	12,716	7,373	12,405	20,082	104,609	
Police	12,703	...	38,808	84	4,469	8,600	5,245	7,970	12,029	88,278	
Sanctional	1,391	...	370	1,737	12,077	6,072	21,389	20,188	7,633	71,515	
Medical	2,040	...	13,562	482	10,135	7,594	3,074	1,060	10,579	40,498	
Registration	73	91	117	...	5,191	204	5,676	
Printing	273	...	...	3,004	...	145	...	600	602	4,683	
Public Works	929	...	1,907	481	1,084	1,321	3,031	5,415	2,518	16,683	
Miscellaneous	783	...	20,787	1,525	1,908	114	649	275	354	26,390	
	54,959	...	151,601	13,278	78,334	71,951	57,780	107,366	101,999	630,668	
Deduct—Contributions	8,829	...	...	2,180	2,162	6,144	3,348	—86	6,133	27,633	
	51,637	...	151,601	11,128	76,172	65,807	54,432	107,452	95,876	614,008	
Repairs.																	
Post	9	5	165	179
Telegrams	484	...	456	640	1,580
Postal.	393	393
Telegraph	587	587
Police	1	...	...	...	267	761	266	211	576	2,102	
Residences for Local Governments	400	...	967	434	2,025	1,217	1,127	2,639	2,487	13,306	
Secretariat Offices	74	...	142	68	1,359	274	466	371	280	2,971	
Prison houses not being Commissioners' Courts	316	...	...	...	...	...	...	...	...	316	
Land Revenue	535	...	...	...	1,646	9,495	2,578	2,042	9,970	25,456	
Money and Currency	14	...	...	...	...	...	60	342	...	317	
Board of Revenue	40	167	153	76	...	446	
Political Agencies	60	60	...	...	106	5	435	662	
Camps and Stationery	30	...	...	...	...	29	
Other Departments	116	...	...	1,835	189	1,244	1,262	408	2,045	7,529	
Law and Justice	1,121	...	3,985	...	4,526	1,920	999	274	2,396	16,191	
Administrative	385	...	900	463	2,534	1,086	1,211	1,800	2,147	11,265	
Police	1,393	...	1,977	762	3,919	1,962	4,988	1,240	2,032	18,149	
Police	2,075	...	1,446	344	2,272	7,586	2,046	691	4,700	24,132	
Sanctional	88	...	486	547	1,940	2,262	880	1,470	2,542	10,294	
Medical	130	...	529	85	7,126	1,462	497	2,125	2,897	15,500	
Registration	18	...	...	...	...	...	16	33	
Printing	36	9	...	151	12	206	
Public Works	9	...	...	26	...	120	93	266	121	667	
Government Experimental Farms	1,370	...	899	1,172	1,008	680	1,321	5,440	1,314	12,398	
Miscellaneous	2	...	5,263	1,228	2,478	331	937	1,154	1,017	12,402	
	7,908	...	17,091	6,979	31,973	29,972	23,180	21,593	28,614	177,099	
Deduct—Contributions	9	...	...	4	...	1,019	...	181	208	2,098	
	7,899	...	17,091	6,975	30,998	28,953	22,160	21,411	28,016	174,618	
Carried over	20,429	...	168,892	12,103	107,070	94,780	77,663	129,893	133,893	789,618	

	Military Works.	Rajasthan.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Bunma.		Assam.	Bengal.	North-Western Pro- vinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
								Upper.	Lower.							
OFFICERS OF THE PUBLIC WORKS DEPARTMENT—continued.																
Brought forward	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
	69,426	...	168,002	18,102	107,070	94,700	77,582	128,600	133,502	780,410
Communications.																
New Works.																
Metalled and bridged roads	14,012	...	10,916	1,109	20,082	11,180	21,989	10,570	8,498	83,420
Raised, bridged, and unmetalled roads	18,194	...	7,153	57,620	6,990	...	8,420	...	8,677	106,880
District roads, unmetalled and un- raised	344	...	...	...	...	...	127	47
Village roads	3,011	21	...	...	...	...	...	2,736
Boat-bridges and ferries	215	...	8,654	...	...	...	3,400
Accommodation for travellers	1,164	...	...	1,751	...	2,155	8,063	...	416	5,440
	38,870	...	21,424	60,078	27,072	17,008	33,471	10,570	12,707	210,800
Deduct—Contributions	2,141	...	...	573	847	179	8,623	...	188	6,340
	31,229	...	21,424	60,806	26,226	16,929	30,949	10,570	12,519	210,800
Repairs.																
Metalled and bridged roads	20,714	...	20,617	9,087	40,419	73,930	51,145	16,531	57,913	322,700
Raised, bridged, and unmetalled roads	20,902	...	16,909	25,834	7,002	6	20,350	...	16,481	106,880
District roads, unmetalled and un- raised	1,671	606	...	78	6	...	4,596	6,000
Village roads	2,723	...	...	...	11,391	...	116	14,120
Boat-bridges and ferries	1,224	...	...	1,664	...	8,330	...	...	...	11,120
Accommodation for travellers	212	...	...	4,129	192	3,020	3,386	...	1,017	11,120
Arboriculture	515	...	...	75	5,000
	40,036	...	60,880	41,330	50,618	86,277	86,277	15,531	81,598	470,000
Deduct—Contributions	100	...	...	651	38	1,617	59	...	9	2,000
	39,936	...	60,880	40,670	50,676	84,069	86,218	15,531	81,587	470,000
Miscellaneous Public Improvements.																
New Works.																
Improvements to towns	16	...	...	...	...	8,219	179	458	30	6,000
Paving and streets	60	...	1,000	1,100
Water-supply	9,197	...	86	2,122	...	5,801	14,110	...	36	31,000
Sewerage and drainage	767	...	...	46	...	30	7,354	...	127	8,000
Harbours	300	...	334	...	...	...	645	1,500
Light-houses	776	...	37	...	...	...	...	...
Mines	56	...	...	...	...	...	...	...	...	...
Miscellaneous	512	80	1,430	1,430	1,736	...	2,736	4,000
	10,036	...	1,086	2,267	551	15,179	23,419	458	4,613	81,500
Deduct—Contributions	9,830	...	...	491	37	3,397	23,639	...	19	25,000
	706	...	1,086	1,766	514	11,852	797	458	4,624	27,500
Repairs.																
Improvements to towns	1,320	1,030	1,737	...	4,000
Paving and streets	3,115	...	60	3,175
Water-supply	77	...	...	60	...	61	309	...	8	4,000
Sewerage and drainage	51	13
Harbours	73	...	1,304	...	...	...	249	1,500
Light-houses	1,170	...	...	...	...	...	110	1,280
Miscellaneous	604	...	512	343	4,705	79	134	...	2,604	4,000
	771	...	1,766	413	6,099	1,400	4,497	1,788	2,939	12,000
Deduct—Contributions	703	...	...	...	...	707	8	...	...	...
	68	...	1,766	413	6,099	1,393	4,489	1,788	2,939	11,931
Total Works and Repairs	140,468	...	263,936	121,200	190,463	308,856	300,040	187,240	238,500	1,513,000
Establishment	20,819	...	46,967	20,635	71,163	79,101	68,338	67,124	94,336	680,000
Tools and Plant	3,638	...	2,748	4,161	1,895	1,180	3,087	4,047	5,237	20,000
Suspense	535	...	1,390	431	13,577	12,783	936	10,777	921	27,000
TOTAL PUBLIC WORKS OFFICERS CARRIED OVER	183,360	...	204,831	155,403	255,045	276,294	271,721	229,168	330,036	2,015,000

	Military Works	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	BURMA.		Assam.	Bengal.	North-Western Pro- vinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
								Upper.	Lower.							
OFFICERS OF OTHER DEPARTMENTS.																
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Public Works Officers— brought forward	163,350	...	304,831	155,493	255,945	276,294	371,721	289,168	336,036	2,012,869
PROVINCIAL—contd.																
CIVIL BUILDINGS.																
New Works.												171	...	...	...	171
Minor Departments	3,945	...	3,945
Law and Justice	334	...	...	...	334
Police	300	...	...	...	...	300
Educational	1,930	...	425	...	...	...	2,355
Miscellaneous	1,986	300	930	...	3,945	...	7,011
Repairs.												1,553	...	...	...	1,553
Minor Departments	857	...	857
Law and Justice	300	...	...	...	...	300
Religious	1,983	...	...	...	1,983
Police	1,085	1,801	...	...	...	2,886
Miscellaneous	1,285	5,237	...	857	...	7,379
COMMUNICATIONS.																
New Works.														459	...	459
Metalled and bridged roads	680	...	156	...	...	...	836
Unmetalled roads	467	...	...	...	467
Bridges and culverts	15	...	15
Boat-bridges and ferries	67	...	...	...	67
Accommodation for travellers	2,088	...	493	...	...	...	2,581
Miscellaneous	2,768	...	1,123	...	474	...	4,365
Repairs.											1,501	...	...	10,511	...	12,012
Metalled and bridged roads	786	...	...	...	786
Unmetalled roads	420	...	...	...	420
District roads	801	...	...	...	801
Bridges and culverts	400	...	...	113	...	513
Boat-bridges and ferries	56	...	...	...	56
Accommodation for travellers	1,106	363	...	...	...	1,469
Miscellaneous	3,076	1,832	...	10,534	...	15,539
MISCELLANEOUS PUBLIC IMPROVEMENTS.																
New Works.																
Improvements to towns	375	...	375
Water-supply	17,613	...	17,613
Sewerage and drainage	1,039	...	1,039
Miscellaneous	511	4,433	...	...	...	4,944
Repairs.																
Improvements to towns	2,800	...	...	11	...	2,811
Water-supply	1,300	...	23	...	1,323
Sewerage and drainage	360	167	...	...	...	527
Miscellaneous	6,020	...	...	4	6,024
TOTAL WORKS AND REPAIRS	4,704	7,732	20,042	...	34,945	4	67,490
Establishment	35	...	...	5	4,346	5,036	1,770	...	...	11,191
Tools and Plant	78	187	...	...	...	265
Miscellaneous	59	...	20,558	...	...	1,970	1,691	...	840	25,118
TOTAL OFFICERS OF OTHER DEPART- MENTS	94	...	30,558	4,709	12,156	27,176	3,470	34,946	844	103,954
TOTAL PROVINCIAL	163,444	...	325,380	160,302	368,101	308,469	275,191	364,136	336,880	2,116,812

21. The following table shows the proportions in which Provincial funds have been utilised on Buildings, Roads, etc. :—

PROVINCES.	PERCENTAGE OF TOTAL OUTLAY.										
	CIVIL BUILDINGS.		COMMUNICATIONS		MISCELLANEOUS PUBLIC IMPROVEMENTS.		Establishment.	Tools and Plant.	Sundry.	Miscellaneous.	Total.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
OFFICERS OF THE PUBLIC WORKS DEPARTMENT.											
Central Provinces .	28	4	17	27	1	...	22	1	..	...	100
Lower Burma .	50	6	7	20	...	1	15	1	...	...	100
Assam .	7	5	39	26	1	...	19	3	...	...	100
Bengal .	30	12	10	22	...	2	28	1	—5	...	100
North-Western Provinces and Oudh.	24	10	6	31	4	1	29	...	—5	...	100
Punjab .	20	9	11	32	...	2	25	1	...	...	100
Madras .	47	9	4	7	—	1	25	2	5	...	100
Bombay .	29	11	4	24	1	1	28	2	...	...	100
	30	9	10	24	1	1	24	1	..	...	100
OFFICERS OF OTHER DEPARTMENTS.											
Central Provinces .	...	...	...	...	...	...	37	...	...	63	100
Lower Burma .	...	...	...	...	...	...	...	...	...	100	100
Assam .	41	...	59	...	...	...	...	...	...	...	100
Bengal .	2	11	...	25	2	23	36	1	...	...	100
North-Western Provinces and Oudh.	3	19	4	7	13	28	18	1	...	7	100
Punjab .	...	...	...	...	...	...	51	...	...	49	100
Madras .	11	2	1	31	55	...	...	...	...	...	100
Bombay .	...	...	...	...	...	...	...	...	...	100	100
	7	7	4	15	22	10	11	...	...	24	100

22. The outlay by officers of the Public Works Department has been incurred in the following proportions :—

	AGAINST IN	
	1892-93.	1891-92.
80 per cent. on new Buildings	30 per cent.	32 per cent.
10 " " Roads	11 "	12 "
1 " " works of Miscellaneous Public Improvements	3 "	6 "
9 " " repairs to Buildings	8 "	8 "
24 " " " to Roads	22 "	20 "
1 " " " " works of Miscellaneous Public Improvements	1 "	1 "
24 " of the total outlay has gone in payments to establishment	23 "	19 "
1 " on Tools and Plant	2 "	1 "

23. Attention is invited to the outlay by Public Works officers of Rx. 614,005 on new buildings, as compared with Rx. 210,082 on new roads.

24. The variations in the percentages are very marked, as will be seen from the table in paragraph 21. In Madras the outlay on new buildings is 47 per cent. against 4 per cent. on new roads, and in Lower Burma 50 per cent. on new buildings against 7 per cent. on roads. Bombay, Bengal, and the North-Western Provinces and Oudh also show considerably larger outlay on new buildings than on new roads.

The outlay by officers of other Departments is comparatively small: this agency is chiefly made use of in Madras, Lower Burma, Bengal, and in the North-Western Provinces and Oudh.

In Lower Burma the whole outlay appears under Miscellaneous, which means that it is unclassified; 13 per cent. of the total outlay in the North-Western Provinces and Oudh is devoted to works of Miscellaneous Public Improvement, and 28 per cent. to repairs of works of the same class; repairs to buildings and roads absorb 19 per cent. and 7 per cent., respectively.

In Bengal 25 per cent. of the entire outlay has been spent upon repairs to roads, 28 per cent. on repairs to works of Miscellaneous Public Improvement, and 36 per cent. on establishment.

In Madras, 55 per cent. of the total outlay has been spent upon works of Miscellaneous Public Improvement, 11 per cent. on new buildings, and 31 per cent. on up-keep of roads.

25. *Repairs of Buildings and Roads* have taken up the under-noted percentages of the total outlay :—

PROVINCES.	PERCENTAGE OF TOTAL OUTLAY INCURRED ON REPAIRS.		
	Buildings.	Roads.	Miscellaneous Public Improvements.
PUBLIC WORKS OFFICERS.			
Central Provinces	4	27	...
Lower Burma	6	20	1
Assam	5	26	...
Bengal	12	22	2
North-Western Provinces and Oudh	10	31	1
Punjab	9	32	2
Madras	9	7	1
Bombay	11	24	1
OFFICERS OF OTHER DEPARTMENTS.			
Central Provinces	Nil.	Nil.	Nil.
Lower Burma			
Assam			
Bengal	11	25	23
North-Western Provinces and Oudh	19	7	28
Punjab . . . . .	...	...	...
Madras	2	31	...
Bombay . . . . .	...	...	...

26. The principal works on which outlay was incurred were :—

In Central Provinces—

Buildings—Additions and alterations to Jail at Narsinghpur.

New Public Offices, Nagpur.

Hospital in Central Jail, Jubbulpur.

Roads—Mul-Umrer.

Arang-Khariar.

Mandla-Dindori.

Mandla-Bilaspur.

In Lower Burma—

Buildings—Extension of the Lunatic Asylum, Rangoon.

Jails at Prome and Insein.

New Government House, Rangoon.

New Public Offices, Rangoon.

Reformatory at Insein.

Deputy Commissioner's Court, Treasury and Thana, Sandoway.

Roads—Thônzé bridge on Rangoon-Prome road.

Tavoy to opposite Yebyu.

Shwegun-Hlaingbwè.

Theinzeik-Bilin.

In Assam—

- Roads—Changail Road, Duarband to Aijal.
 Bridges on the Companyganj-Salutikar Road.
 Completing Goramur Road.
 Improving and bridging Northern Trunk Road, Rangnadi to Dokrang.
 Completing Northern Trunk Road, Gohpur to Kalabari.

In Bengal—

- Buildings—New wing to the opium godown, Calcutta.
 New Treasury building, Faridpur.
 New Stamp and Stationery Office, Calcutta.
 Judges Court, Noakhali.
 Chemical Laboratory in the Presidency College, Calcutta.
 School of Art and Art Gallery, Calcutta.
 Zenana Hospital, Patna.
 Bengal Veterinary Institution, Calcutta.
 Roads—Foresore Road, Howrah.
 Ranchi-Chaibassa.
 Darjeeling-Lebong.
 Bridge over the Subornarekha River.

North-Western Provinces and Oudh—

- Buildings—Library and Barristers' and Pleaders' Chambers attached to the High Court, Allahabad.
 Additions and alterations to Thomason Hospital, Agra.
 Land Compensation and Road diversion for additions to Thomason Hospital, Agra.
 Ramsay's Hospital, Naini Tal.
 Roads—Extension of the Fyzabad, Basti, and Gorakpur Trunk Road to the Katri and Lakarmandi Stations.

In Punjab—

- New Jail at Abbottabad.
 New Girder Bridge across the River Jhelum.
 Montgomery Jail.
 Combined Boarding-house for the Central Training College, Normal School and the Model School, Lahore.
 Additional accommodation in the Civil Court, Delhi.
 New Police lines and Hospital, Delhi.
 Restoration of Lawrence Military Asylum, Sanawar.
 Training Works, Kalka-Simla Cart Road.

In Madras—

- Buildings—Additions and improvements to Government House, Ootacamund.
 Collector's Office at Calicut.
 New Law College, Madras.
 Additions and improvements to Penitentiary, Madras.
 Connemara Library and Victoria Technical Institute, Madras.
 Adding a third story to the General Hospital, Madras.
 Workshop for students of the Engineering College, Madras.
 Additions and alterations to old High Court buildings to accommodate Stamps, Stationery, Collectors' Offices, Madras.
 New Law Court and block of buildings for Vakeels and Barristers, etc., Madras.
 Roads—Vayitri to Gudalur.

In Bombay—

- Buildings—Distillery at Surat.
 Central Jail, Ahmedabad.
 Gujrat College at Ahmedabad.
 Central Jail, Hyderabad.
 New Civil Hospital and Medical School at Hyderabad.
 Elphinstone Middle School, Bombay.
 Distillery at Godhra.
 St. George's Hospital, Bombay.
 Subordinate and Small Cause Courts at Poona.
 Adding a wing to Public Works Buildings, Bombay.
 European General Hospital, Aden.
 Roads—Dahanu-Jawhar.
 Hukeri-Gokak.
 Nipani-Mahalingpur.
 Gokak-Navalgund.
 Havinhipargi Telgi.
 Metalling Bombay-Agra Road.
 Bridge over Sabarmati River.
 Neri-Ajanta Road.
 Bridge at Dapuri on Mula River.
 Vada-Shirghat.

Miscellaneous Public

- Improvements—Strengthening the existing dry rubble stonepitching from Colaba to a portion opposite Marine Lines Station.

27. The money obtained from *Incorporated Local Funds* has been expended on the under-noted objects :—

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	BURMA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	Total.
							Upper.	Lower.							
OFFICERS OF THE PUBLIC WORKS DEPARTMENT.															
CIVIL BUILDINGS.															
New Works.															
Land Revenue	...	...	...	...	...	...	...	...	...	...	...	300	...	7	305
Minor Department	...	...	...	...	...	...	...	...	...	...	...	300	...	...	300
Police	...	...	...	...	...	...	...	10	...	...	...	...	...	...	10
Educational	47	...	...	...	...	...	...	...	8	...	9,087	9,000	...	6,860	19,101
Medical	...	...	...	...	...	324	203	1,332	4	...	11,032	9,440	...	2,600	19,834
Public Works	...	...	...	...	...	...	...	1,648	268	...	80	1,687	...	...	3,579
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	626	32	600
	47	...	...	...	...	324	203	3,585	268	...	20,303	9,434	626	9,208	43,079
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	8,680	...	...	...	8,680
	47	...	...	...	...	324	203	3,585	268	...	14,363	9,434	626	9,208	38,329
Repairs.															
Land Revenue	...	...	...	...	...	...	...	...	...	...	...	1,916	...	...	1,916
Minor Department	...	...	...	...	...	...	...	...	...	...	...	7	...	...	7
Police	...	...	...	...	...	...	...	...	...	...	...	90	...	...	90
Law and Justice	...	...	...	...	...	...	...	...	...	...	...	536	...	...	536
Police	37	...	...	...	...	...	...	...	...	...	...	1	...	...	38
Educational	...	...	...	...	...	...	...	51	...	...	2,670	4,945	...	300	7,365
Medical	11	...	...	...	...	...	...	116	...	...	2,894	1,021	...	346	4,068
Public Works	...	...	...	...	...	...	...	93	169	...	209	1,810	...	...	3,380
Miscellaneous	...	...	...	...	...	...	...	...	...	...	44	...	...	45	89
	38	...	...	...	...	...	...	259	169	...	6,006	10,324	...	561	17,377
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	784	...	...	...	784
	38	...	...	...	...	...	...	259	169	...	5,823	10,324	...	561	17,193
COMMUNICATIONS.															
New Works.															
Metalled and bridged roads	...	...	407	...	...	284	20	13,687	1,941	...	26,890	4,713	168	9,401	57,337
Raised, bridged, and unmetalled roads	116	...	...	...	...	12,506	...	10,303	31,160	...	20,860	...	...	17,910	...
District roads	...	...	33	...	...	...	...	...	...	...	4,933	1,161	46	2,163	106,094
Village roads	...	...	...	...	...	...	...	1,672	...	...	207	...	...	1,738	...
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	4,673	...	...	4,673
Boat-bridges and ferries	...	...	316	...	...	...	...	...	635	...	...	94	236	364	1,044
Accommodation for travellers	...	...	147	...	...	348	...	...	553	...	82	1,164	...	424	2,727
Miscellaneous	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	116	...	903	...	...	13,539	20	25,663	34,397	...	52,607	11,776	469	32,019	171,335
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	797	...	29	...	826
	116	...	903	...	...	13,539	20	25,663	34,397	...	51,810	11,776	470	32,019	170,509
Repairs.															
Metalled and bridged roads	200	...	...	...	...	2,013	...	4,517	130	...	65,069	14,328	1,393	21,111	106,007
Raised, bridged, and unmetalled roads	970	...	...	...	...	2,388	...	3,473	23,566	...	10,664	...	...	26,329	...
District roads	...	...	1,000	...	...	...	80	...	...	...	2,984	18,607	164	10,733	106,167
Village roads	...	...	...	...	...	...	...	101	273	...	16	...	...	333	...
Bridges and culverts	...	...	...	...	...	...	...	...	...	...	...	1,739	...	...	1,739
Boat-bridges and ferries	...	...	30	...	...	...	...	...	299	...	...	743	...	11,368	2,440
Navigable canals	...	...	...	...	...	...	...	...	...	...	...	...	681	...	681
Accommodation for travellers	...	...	86	...	...	...	...	...	1,304	...	261	2,905	...	600	4,806
Arboriculture	...	...	...	...	...	...	...	...	...	...	53	...	...	...	53
Miscellaneous	...	...	5	...	...	...	...	...	...	...	...	...	...	...	5
	1,170	...	1,161	...	...	4,300	80	8,090	24,473	...	79,966	36,330	2,127	30,631	218,707
Deduct—Contributions	...	...	...	...	...	...	...	...	...	...	874	...	...	...	874
	1,170	...	1,161	...	...	4,300	80	8,090	24,473	...	79,966	36,330	2,127	30,631	218,333
Carried over	1,371	...	1,063	...	...	18,102	303	37,496	59,305	...	180,476	69,953	3,635	101,700	444,364

	Rajputana.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Borneo.		Assam.	Bengal.	N.W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Upper.	Lower.							
Brought over	1,871	2,063	...	...	...	18,102	303	37,490	80,306	...	180,676	69,883	3,525	101,709	444,961
MISCELLANEOUS PUBLIC IMPROVEMENTS.															
<i>New Works.</i>															
Improvements to towns	1	...	436	...	...	7	1,420	...	...	1,864
Markets	78	...	...	...	3,096	5,770	384	...	...	84	...	...	12,176
Water-supply	40	...	...	...	25	835	3,636	...	27	1,589	...	4,567	9,206
Sewerage and drainage	260	...	...	1,633	13	...	3,066
Harbours	1,771	...	...	...	...	...	3	1,771
Conservancy	2	...	...	2
Miscellaneous	7	...	...	...	...	370	1,011	...	43	467	...	...	1,897
Deduct—Contributions	178	...	...	1	2,951	12,172	4,361	...	70	5,345	13	4,589	39,646
	128	...	...	1	2,951	12,172	4,361	...	...	5,345	13	4,589	39,646
<i>Repairs.</i>															
Improvements to towns	1,175	...	...	280	362	...	...	1,817
Markets	8	...	...	...	11	614	348	...	...	...	...	...	1,084
Paving and streets	924	...	...	924
Water-supply	15	...	...	7	...	70	483	...	...	3,631	5	711	4,111
Sewerage and drainage	144	...	...	619	135	...	708
Harbours	640	...	...	...	...	...	16	640
Miscellaneous	34	...	...	...	...	...	728	...	919	317	...	...	1,968
Deduct—Contributions	62	...	...	7	11	2,000	1,602	...	1,718	4,579	5	727	11,640
	62	...	...	7	11	2,000	1,602	...	1,688	4,579	5	727	11,340
TOTAL WORKS AND REPAIRS	1,871	2,243	...	...	...	18,170	3,865	53,367	65,080	...	162,344	79,777	3,543	107,033	484,174
Establishment	167	616	...	...	...	...	1,067	11,943	5,551	...	39,900	11,475	1,340	12,749	64,000
Tools and Plant	30	34	...	...	...	...	40	779	...	...	1,500	645	300	1,636	6,344
TOTAL OFFICERS OF THE P. W. DEPT.	1,628	2,793	...	...	...	18,170	4,401	65,080	70,630	...	193,744	91,897	5,173	121,612	576,027
OFFICERS OF OTHER DEPARTMENTS.															
<i>CIVIL BUILDINGS.</i>															
<i>New Works.</i>															
Postal	632	...	...	...	...	632
Telegraph	1,147	...	...	...	...	1,147
Administration	3,778	...	...	149	...	3,927
Excise	540	...	...	...	...	540
Land Revenue	1,107	...	...	...	...	1,107
Minor Departments	108	108
Police	...	36	...	...	...	...	...	...	...	2,110	...	...	...	...	2,146
Law and Justice	6,362	...	...	...	...	6,362
Educational	42	...	...	...	...	...	...	6	...	238	2,549	...	2,330	5,686	10,844
Ecclesiastical	34	...	...	...	...	34
Jails	2,353	...	...	...	...	2,353
Medical	130	40	...	903	274	...	2,478	234	4,049
Public Works	40	...	...	...	2,967	...	...	397	...	4,304
Registration	43	...	...	...	...	43
Miscellaneous	...	316	...	...	...	...	...	...	...	2,708	60	...	6,402	94	10,579
Deduct—Contributions	42	349	...	...	...	40	130	46	...	27,603	2,893	...	11,754	6,303	49,044
	42	349	...	...	...	40	130	46	...	27,603	2,893	...	11,752	6,202	49,044
<i>Repairs.</i>															
Customs	16	...	...	...	...	16
Opium	53	...	...	...	...	53
Postal	486	...	...	...	...	486
Telegraph	188	...	...	...	...	188
Administration	2,990	...	...	30	30	2,927
Excise	17	...	...	...	...	17
Minor Departments	6	...	...	...	...	6
Police	...	34	...	...	...	...	...	...	...	983	...	...	...	...	987
Law and Justice	1,084	...	...	...	...	1,084
TOTAL REPAIRS—carried over	...	34	...	...	...	...	...	...	...	6,123	...	...	30	30	6,224
TOTAL WORKS—carried over	42	319	...	...	...	40	130	46	...	27,603	2,893	...	11,752	6,202	49,044
TOTAL OFFICERS OF THE P. W. DEPT.—carried over	1,528	2,783	...	...	...	18,170	4,401	65,080	70,630	...	193,744	91,897	5,173	121,612	576,027

	Rajasthan.	Central India.	Coorg.	Port Blair.	Baluchistan.	Central Provinces.	Bhama.		Assam.	Bengal.	N. W. P. and Oudh.	Punjab.	Madras.	Bombay.	Total.
	Rx. 1,638	Rx. ...	Rx. 2,793	Rx. ...	Rx. ...	Rx. 18,170	Upper. Rx. 4,401	Lower. Rx. 65,000	Rx. 70,620	Rx. ...	Rx. 103,744	Rx. 91,597	Rx. 95,173	Rx. 121,613	Rx. 676,027
Total officers of the P. W. D. brought over															
Civil Buildings—contd.															
Total Works brought over	48	340	...	...	...	40	130	40	...	27,002	2,083	...	11,753	2,302	40,046
Repairs—contd.															
Brought over	...	34	...	...	...	...	...	...	...	6,123	...	...	29	38	6,334
and Revenue	...	...	...	...	...	...	...	...	...	300	...	...	...	...	300
Notational	47	...	...	...	...	...	...	11	...	1,703	4,161	...	602	6,380	16,073
Notational	...	...	...	...	...	...	...	...	...	371	...	...	...	...	371
...	...	...	...	...	...	...	...	...	...	2,461	...	...	...	...	2,461
Medical	15	...	...	...	...	...	1	30	...	310	303	...	1,908	73	2,687
Public Works	...	...	...	...	...	146	...	...	...	1,064	...	...	116	...	2,335
Registration	...	...	...	...	...	...	...	...	...	17	...	...	...	...	17
Miscellaneous	...	63	...	...	...	...	...	...	...	2,074	71	...	6,741	80	6,619
Communications.	63	117	...	...	...	146	1	30	...	15,008	6,404	...	8,685	6,420	37,962
New Works.															
Metalled and bridged roads	...	...	...	...	...	333	...	...	...	13,134	65	...	16,515	147	33,174
Unmetalled, bridged, and unmetalled roads	...	...	...	...	...	...	...	...	...	23,938	1,343	...	5,031	748	31,060
District roads	...	...	...	...	...	123	...	...	...	8,287	803	...	931	875	10,409
Village roads	...	...	...	...	...	...	2,801	3,086	...	5,078	273	...	5,981	2,031	20,145
Bridges and culverts	...	...	...	...	...	...	2,108	1,845	...	52,086	1,675	...	10,433	4,782	79,613
Foot-bridges and ferries	...	...	...	...	...	...	81	237	...	773	9	...	862	30	1,061
Navigable canals	...	...	...	...	...	...	36	30	...	80	...	...	18	...	143
Accommodation for travellers	...	...	...	...	...	136	1,370	314	...	1,318	263	...	184	6,386	9,068
Agriculture	...	...	...	...	...	...	...	...	...	917	...	...	19	...	936
Miscellaneous	...	...	...	...	...	...	53	103	235	3,140	130	...	4,339	115	8,084
Deduct—Contributions	...	...	...	...	...	500	6,402	6,514	235	109,443	4,509	...	52,813	15,504	195,000
Repairs.	...	...	...	...	...	500	6,402	6,514	235	109,443	4,509	...	52,723	15,504	195,000
Metalled and bridged roads	...	...	...	...	...	929	...	...	...	67,974	1,064	...	163,774	1,091	245,131
Unmetalled, bridged, and unmetalled roads	...	...	...	...	...	2,313	...	...	...	40,108	13,729	...	25,447	6,561	97,139
District roads	...	...	...	...	...	2,061	...	...	...	38,188	10,407	...	16,907	11,038	69,661
Village roads	...	26	...	...	...	563	2,417	3,336	...	29,543	3,337	...	18,014	30,707	73,905
Bridges and culverts	...	16	...	...	...	...	933	1,754	...	17,371	1,404	...	4,919	1,410	27,009
Foot-bridges and ferries	...	...	...	...	...	215	...	66	...	4,904	186	...	798	1,199	7,398
Navigable canals	...	...	...	...	...	...	...	128	...	61	...	...	...	...	603
Accommodation for travellers	60	...	...	...	...	479	206	285	...	4,101	715	...	34	6,380	12,530
Agriculture	...	...	...	...	...	1,340	...	...	...	2,677	...	...	210	...	3,066
Miscellaneous	...	1	...	...	...	...	...	...	...	2,144	183	...	...	66	2,414
Deduct—Contributions	60	45	...	...	...	9,718	2,436	5,540	...	226,068	31,034	...	215,678	48,612	539,614
MISCELLANEOUS PUBLIC IMPROVEMENTS.	60	45	...	...	...	9,718	2,436	5,540	...	226,068	31,034	...	215,608	48,612	539,606
New Works.															
Improvements to towns	...	...	...	...	...	...	...	...	...	170	...	...	100	...	300
Markets	...	...	...	...	...	3	7,960	1,086	...	...	...	...	5,612	...	14,799
Paving and streets	...	...	...	...	...	...	...	...	...	...	...	...	4	...	4
Water-supply	...	...	...	...	...	400	206	591	...	16,287	...	...	1,460	23,702	41,781
Sewerage and drainage	...	...	...	...	...	8	120	36	...	602	...	...	103	800	1,446
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
Conservancy	...	...	...	...	...	...	180	34	...	...	...	...	...	...	233
Miscellaneous	50	37	...	...	...	...	612	301	...	710	52	...	1,663	1,479	4,974
Repairs.	50	37	...	...	...	470	9,134	2,107	...	16,629	52	...	9,236	28,081	63,662
Improvements to towns	...	...	...	...	...	5	...	...	...	8	...	...	1	...	11
Markets	...	...	...	...	...	160	913	513	...	...	...	...	978	...	2,560
Paving and streets	...	...	...	...	...	...	...	...	...	503	...	...	...	...	503
Water-supply	...	...	...	...	...	645	163	66	...	1,334	30	...	4,733	12,097	18,907
Sewerage and drainage	...	10	...	...	...	...	27	13	...	380	161	...	23	9	602
Harbours	...	...	...	...	...	...	...	...	...	...	...	...	1,302	...	1,302
Conservancy	...	...	...	...	...	...	48	10	...	...	...	...	...	...	53
Miscellaneous	1	11	...	...	...	33	264	200	...	969	101	...	7,799	371	9,840
Total works and repairs	1	21	...	...	...	733	1,540	841	...	3,241	301	...	14,633	12,467	24,067
Establishment	...	24	5	...	...	4,080	845	1,444	...	64,297	10,497	919	68,013	14,907	109,033
Tools and Plant	...	...	...	...	...	70	230	119	...	2,630	1,008	...	2,003	586	7,783
Miscellaneous	87	...	...	...	...	427	100	461	30	...	608	11,515	630	3,026	16,339
TOTAL OFFICERS OF OTHER DEPARTMENTS	302	583	8	...	...	16,290	22,107	16,210	314	465,333	57,573	12,427	374,322	136,647	1,102,117
TOTAL INCORPORATED LOCAL	1,430	583	2,798	...	...	34,408	36,508	81,200	70,034	465,333	261,316	104,334	379,493	358,280	1,677,144

28. The bulk of the outlay by Public Works Officers has been incurred on "Communications," of which 30 per cent. is upon new works, chiefly in the North-Western Provinces and Oudh and 38 per cent. on repairs, chiefly in the North-Western Provinces and Oudh, Bombay, and Punjab. The outlay on "New Buildings" by this agency is comparatively small, being about 6 per cent. of the total outlay, and the largest expenditure under this head occurred in the North-Western Provinces and Oudh, Punjab, and Bombay, chiefly under "Medical" and "Educational."

Nearly two-thirds of the total outlay from Incorporated Local Funds has been administered by Officers of other Departments.

29. The outlay on repairs to "Communications" under Officers of other Departments amounted to Rx. 539,406. Bengal and Madras with Rx. 225,083 and Rx. 215,468, respectively, show the largest expenditure.

30. The money assigned to public works from Incorporated Local Funds was expended in the following proportions upon Buildings and Communications and other works of Miscellaneous Public Improvement:—

PERCENTAGE OF TOTAL OUTLAY.											
PROVINCE.	CIVIL BUILDINGS.		COMMUNICATIONS.		MISCELLANEOUS PUBLIC IMPROVEMENTS.		Establishment.	Tools and Plant.	Suspense.	Miscellaneous.	TOTAL.
	Works.	Repairs.	Works.	Repairs.	Works.	Repairs.					
OFFICERS OF THE PUBLIC WORKS DEPARTMENT.											
Rajputana	3	2	8	77	...	...	9	1	...	...	100
Coorg	...	...	32	42	5	2	18	1	...	...	100
Central Provinces	2	...	74	24	...	...	...	...	...	...	100
Burma, Upper	5	...	...	2	67	...	25	1	...	...	100
" Lower	6	...	39	13	19	4	18	1	...	...	100
Assam	...	...	49	35	6	2	8	...	...	...	100
North-Western Provinces and Oudh	7	3	27	41	...	1	20	1	...	...	100
Punjab	10	11	13	42	6	5	12	1	...	...	100
Madras	16	...	9	43	...	...	24	8	...	...	100
Bombay	8	...	26	40	4	...	11	2	...	...	100
TOTAL	6	3	30	38	5	2	15	1	...	...	100
OFFICERS OF OTHER DEPARTMENTS.											
Rajputana	14	20	...	20	17	...	...	...	...	29	100
Coorg	...	...	...	...	...	...	100	...	...	...	100
Central India	60	20	...	8	5	3	...	...	...	...	100
Central Provinces	...	1	3	60	3	4	25	1	...	3	100
Burma, Upper	1	...	29	17	41	7	...	1	...	...	100
" Lower	...	...	34	34	14	5	9	1	...	...	100
Assam	...	...	72	...	...	...	...	...	...	3	100
Bengal	6	8	23	48	4	1	14	1	...	28	100
North-Western Provinces and Oudh	6	11	8	54	...	1	18	2	...	1	100
Punjab	...	...	...	...	...	...	7	...	...	...	100
Madras	8	2	14	58	2	4	16	1	...	93	100
Bombay	5	5	11	36	19	9	14	...	...	1	100
TOTAL	4	3	18	49	6	3	14	1	...	2	100

31. The money assigned for outlay by Officers of the Public Works Department has been expended in the following proportions:—

		AGAINST IN	
		1892-93.	1891-92.
6 per cent. on New Buildings		6 per cent.	6 per cent.
30 " " Roads		30 " "	32 " "
5 " " Miscellaneous Public Improvements		5 " "	3 " "
3 " " Repairs to Buildings		3 " "	3 " "
38 " " " Roads		38 " "	39 " "
2 " " " Miscellaneous Public Improvements		2 " "	2 " "
15 " " Establishment		15 " "	14 " "
1 " " Tools and Plant		1 " "	1 " "
100			

The following are the percentages with respect to outlay by Officers of other Departments:—

	AGAINST IN	
	1892-93.	1891-92.
4 per cent. on New Buildings	4 per cent.	8 per cent.
18 " " Roads	19 " "	20 " "
6 " " Miscellaneous Public Improvements	5 " "	5 " "
3 " " Repairs to Buildings	3 " "	2 " "
48 " " " Roads	50 " "	51 " "
3 " " " Miscellaneous Public Improvements	3 " "	3 " "
14 " " Establishment	14 " "	14 " "
1 " " Tools and Plant	1 " "	1 " "
2 " " Miscellaneous	1 " "	1 " "
100		

32. The percentages of repairs upon the total outlay is shown by Provinces below:—

PROVINCES.	PERCENTAGE EXPENDED ON REPAIRS.		
	Buildings.	Roads.	Miscellaneous Public Improvement.
<i>By Public Works Officers.</i>			
Rajputana	2	77	...
Coorg . . . . .	...	42	2
Central Provinces . . . . .	...	24	...
Upper Burma . . . . .	...	2	...
Lower " . . . . .	...	13	4
Assam . . . . .	...	35	2
North-Western Provinces and Oudh	3	41	1
Punjab	11	42	5
Madras . . . . .	...	43	...
Bombay . . . . .	...	49	...
<i>By Officers of other Departments.</i>			
Rajputana	20	20	...
Central India	20	8	3
Central Provinces	1	60	4
Upper Burma . . . . .	...	17	7
Lower " . . . . .	...	34	5
Bengal	3	48	1
North-Western Provinces and Oudh	11	54	1
Madras	2	54	4
Bombay	5	88	9

33. The principal works in progress were:—

In Central Provinces—

Road—Narsinghpur-Gorabibi Section of the Narsinghpur-Lakhnadon Road.

In Assam—

Roads—Improving Natwanpur Road.

Sylhet-Muktaparghat.

Pagla-Gobindaganj.

Sunamganj-Pagla.

Fenchuganj-Kamalganj.

Nilamganj-Olivia-cherra.

Gauripur-Roha.

Sylhet-Lalabazar to Sherpur.

In North-Western Provinces and Oudh—

Buildings—Dispensary at Jhansi.

Roads—Bridge over Hindan River.

" " Kali Nadi.

Baijnath and Hawalbagh Cart Road.

Raising Moradabad and Sambha

Road.

Azamgarh and Mow Road.

Lalitpur and Mehroni Road.

In Madras—

Roads—Causeway across the Balar River on the Ranipet-Arcot Road.

In Bombay—

Roads—Ahmedabad to Bareja.

Athni-Kempur.

Kudchi-Terdal.

Miryabuy-Sindgi.

Nadiad-Kapadvanj.

Petlad-Cambay.

Dhondaicha-Shahada.

Roads—Dhulia-Amalner.

Nimgam-Chopda.

Amalner-Chopda.

Nasik-Dindori and Kalvan.

Pen-Panvel.

Manor-Vada.

Bhiwandi-Vada.

Miscellaneous Public Improvements—

Drainage of Ahmedabad City.

Hubli water works.

Dhulia "

Panvel "

Protective Works, Surat.

34. The names of works and localities on which outlay by officers of other Departments has been incurred cannot be given, as accounts are not received in such detail.

35. The works carried out by the Public Works Department from money assigned from Excluded Local Funds in the various Provinces are classified below—

	Bengal.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.
CIVIL BUILDINGS.					
<i>New Works.</i>					
Political Agency . . . . .	...	...	...	89	89
Educational . . . . .	...	2,845	235	640	3,720
Law and Justice . . . . .	...	13	...	...	13
Police . . . . .	...	137	...	137	274
Medical	150	1,178	...	904	2,232
Miscellaneous . . . . .	...	50	-144	417	323
TOTAL	150	4,223	91	2,187	6,651
<i>Deduct—Contributions</i> . . . . .	...	...	187	...	187
	150	4,223	-96	2,187	6,464
<i>Repairs.</i>					
Customs . . . . .	...	...	...	10	10
Land Revenue . . . . .	...	218	...	36	254
Police . . . . .	...	26	...	...	26
Educational . . . . .	...	1,060	461	...	1,521
Law and Justice . . . . .	...	29	...	...	29
Ecclesiastical . . . . .	...	1	...	...	1
Police . . . . .	...	611	...	19	630
Medical . . . . .	...	1,847	...	693	2,439
Miscellaneous . . . . .	...	130	30	231	391
TOTAL . . . . .	...	3,922	491	878	5,291
<i>Deduct—Contributions</i> . . . . .	...	...	169	...	169
	...	3,922	322	878	5,122
COMMUNICATIONS.					
<i>New Works.</i>					
Metalled and bridged roads . . . . .	...	...	...	2,787	2,787
Raised, bridged, and unmetalled roads . . . . .	...	...	...	59	59
District roads . . . . .	...	...	...	327	327
Village roads . . . . .	...	...	...	101	101
Accommodation for travellers	33	21	...	...	54
Arboriculture . . . . .	...	9	...	...	9
TOTAL	33	30	...	3,274	3,337
Carried over	183	8,175	226	6,339	14,923

	Bengal.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	183	8,175	226	6,339	14,923
COMMUNICATIONS—contd.					
<i>Repairs.</i>					
Raised, bridged, and unmetalled roads	...	10	...	103	113
Metalled and bridged roads	...	154	...	1,461	1,615
Accommodation for travellers	265	453	...	3	721
Arboriculture	...	607	...	...	607
TOTAL	265	1,224	...	1,567	3,056
MISCELLANEOUS PUBLIC IMPROVEMENTS.					
<i>New Works.</i>					
Improvements to towns	...	2,006	...	...	2,006
Markets	...	1,110	...	...	1,110
Paving and streets	...	3,756	...	...	3,756
Water-supply	...	2,121	...	14,083	16,204
Sewerage and drainage	...	3,819	...	1,968	5,787
Harbours	...	...	1,552	...	1,552
Light-houses	...	...	...	43	43
Conservancy	...	515	...	...	515
Lighting	...	...	372	...	372
Miscellaneous	...	1,959	99	67	2,125
TOTAL	...	15,286	2,023	16,161	33,470
<i>Repairs.</i>					
Improvements to towns	...	3,135	...	...	3,135
Markets	...	474	...	...	474
Paving and streets	...	17,134	...	...	17,134
Water-supply	...	2,350	...	147	2,497
Sewerage and drainage	...	2,096	...	26	2,122
Harbours	...	...	292	798	1,090
Light-houses	...	...	...	116	116
Conservancy	...	867	...	...	867
Lighting	...	13	146	...	159
Miscellaneous	...	383	207	...	590
	...	26,452	645	1,087	28,184
Total Works and Repairs	448	51,137	2,694	25,154	79,333
Establishment	103	3,594	438	3,092	7,227
Tools and Plant	7	213	25	343	588
TOTAL	558	54,944	3,357	28,589	97,448

86. The following table shows the expenditure from Contributions and Local Loans on works carried out through the agency of the Public Works Department:—

	Military Works Department	Rajputana.	Central India.	Coorg.	Central Provinces	BURMA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Upper.	Lower.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
CIVIL BUILDINGS.														
<i>New Works.</i>														
Customs . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	76	...
Salt . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Opium . . . . .	...	...	40	...	...	...	...	...	...	...	...	...	...	...
Mint . . . . .	...	...	...	...	...	...	...	...	5	...	...	...	...	...
Viceroyal residences . . . . .	...	...	...	...	...	...	...	...	598	...	...	...	...	...
Political Agency . . . . .	...	...	...	...	...	...	...	70	...	...	...	...	...	...
Land Revenue . . . . .	...	...	...	...	...	...	...	6	...	...	8	...	...	...
Minor Departments	15	...	...	...	...	...	...	701	...	20	974	...	...	1,705
Educational . . . . .	...	...	...	...	1,270	...	137	502	1,021	5,815	995	-23	2,182	11,795
Law and Justice . . . . .	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Ecclesiastical	853	63	6	...	...	...	5,411	...	...	...	...	4	700	6,387
Jails . . . . .	...	...	...	...	...	...	...	...	...	238	...	...	...	...
Police	77	...	...	...	...	...	...	...	...	140	...	...	...	...
Medical . . . . .	...	...	...	...	811	...	...	77	301	5,470	1,348	...	3,152	11,795
Printing . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	3	...
Miscellaneous	218	...	384	...	732	...	73	800	834	114	23	109	...	3,424
TOTAL	658	82	410	...	2,822	...	5,626	2,150	2,765	11,795	3,348	90	6,123	35,824
<i>Repairs.</i>														
Customs . . . . .	...	...	...	...	...	...	76	...	...	...	...	...	...	...
Salt . . . . .	...	...	...	...	...	...	...	...	5	...	...	...	...	...
Opium . . . . .	...	...	28	...	...	...	...	...	...	...	...	...	...	...
Viceroyal residences . . . . .	...	...	...	...	...	...	...	...	872	...	...	...	...	...
Residences for Local Govern- ments . . . . .	...	...	...	...	7	...	...	...	...	...	...	...	...	...
Administration	10	...	...	...	...	...	...	...	...	...	...	...	...	...
Minor Departments . . . . .	...	...	...	...	...	...	...	...	...	114	...	...	239	...
Educational . . . . .	...	...	...	...	...	...	...	...	191	599	...	168	94	1,452
Law and Justice . . . . .	...	...	...	...	...	...	...	...	1	...	...	...	...	...
Ecclesiastical	29	...	...	...	...	...	...	5	881	...	...	...	62	...
Jails . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	3	...
Medical . . . . .	...	...	...	...	...	...	...	...	...	169	...	...	...	...
Miscellaneous	8	...	494	...	2	...	...	...	...	331	...	152	...	...
TOTAL	44	...	522	...	9	...	76	5	1,953	1,203	...	320	398	4,454
COMMUNICATIONS.														
<i>New Works.</i>														
Raised, bridged, and metalled roads . . . . .	...	159	7,761	...	114	...	...	135	...	673	2,522	...	8	11,302
Raised, bridged, and unmetalled roads . . . . .	...	...	...	...	1,585	86	...	313	846	124	...	...	153	3,057
District roads . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Village roads . . . . .	...	...	...	...	...	...	...	25	...	...	...	...	...	...
Boat-bridges and ferries . . . . .	...	...	372	...	...	...	...	...	...	...	...	...	...	...
Accommodation for travellers . . . . .	...	...	...	...	492	...	...	...	...	180	...	19	...	...
TOTAL . . . . .	...	159	8,033	...	2,141	86	...	373	846	976	2,522	19	156	13,358
Carried over	702	221	8,965	...	4,972	86	5,702	2,528	3,564	13,974	5,870	429	6,677	53,686

	Military Works Department.	Rajputana.	Central India.	Coorg.	Central Provin- ces.	BURMA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
						Upper.	Lower.							
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Brought over	702	221	8,965	...	4,972	86	5,702	2,528	5,564	13,974	5,870	429	6,677	55,890
<i>Repairs.</i>														
Raised, bridged, and metalled roads	...	404	582	...	108	...	...	...	88	633	59	...	9	1,812
Raised, bridged, and unmetalled roads	651	...	...	...	...	...	651
Boat-bridges and ferries	265	...	...	...	...	...	...	970	...	...	...	1,235
Arboriculture	515	...	...	...	515
Accommodation for travellers	74	...	...	...	74
TOTAL	...	404	827	...	108	...	...	651	88	2,191	59	...	9	4,287
<i>MISCELLANEOUS PUBLIC IM- PROVEMENTS.</i>														
<i>New Works.</i>														
Improvement to towns	...	14	...	...	16	...	...	...	...	323	...	...	...	353
Markets	929	...	...	...	...	...	...	929
Paving and streets	17	17
Water-supply	...	902	...	2,243	9,121	...	...	445	...	3,003	14,162	...	2	29,878
Sewerage and drainage	101	...	...	46	...	80	7,354	...	...	7,531
Harbours	104	...	...	...	...	...	...	104
Light-houses	37	...	...	...	...	37
Miscellaneous	...	2,355	...	...	...	...	205	...	...	48	1,107	...	...	3,700
TOTAL	...	3,271	...	2,243	9,238	...	1,238	491	37	3,403	22,623	...	19	42,563
<i>Repairs.</i>														
Improvement to towns	...	45	...	...	...	...	...	...	...	96	...	...	...	141
Water-supply	...	278	...	2	29	...	...	...	...	61	88	...	...	408
Harbours	677	...	...	...	...	...	...	677
Miscellaneous	...	34	...	...	675	...	13	...	...	...	...	...	...	722
TOTAL	...	337	...	2	704	...	690	...	...	157	88	...	...	1,943
Total Works and Repairs	702	4,253	9,792	2,245	15,023	86	7,630	3,670	5,639	19,725	28,585	429	6,705	104,483
Establishment	4	307	2,494	...	930	29	451	...	74	1,263	305	62	62	5,980
Tools and Plant	...	48	147	...	140	2	29	...	10	76	10	4	5	466
TOTAL	706	4,603	12,433	2,245	16,092	117	8,110	3,670	5,723	21,063	28,900	495	6,772	110,929

*Includes Rx. 539 on account of Local Loans.
(a) Do. Rx. 13,639 do. do.

37. The principal contribution works on which outlay was incurred during 1893-94 were:—

In Central Provinces—

Improving Burhanpur water-supply.
Laying a second main from Ambajherri to pumping reservoir, Nagpur.
Road from Khariar to Bhowani Patna.
Balram Dass Water-works, Raipur.
Raj-Nandgaon Water-works.

In Lower Burma—

New Cathedral, Rangoon.

In North-Western Provinces and Oudh—

La Martiniere Girls' School.

In Punjab—

Jubilee Museum, Lahore.
Dufferin Hospital, Delhi.
Simla additional Water-supply.
Simla Sewage Extension.
Delhi Water-works.
Delhi Sewage-works.
Dalhousie Water-supply.
Improving drainage works, Ludhiana City.
Amballa Water-supply.

In Bombay—

Anjuman-i-Islam School at Bombay.
Rao Bahadur Govindrao Ramchandra Garud High School, Khándesh.

38. The suspense balances and objectionable expenditure outstanding at the close of 1893-94 are separately reviewed.

CALCUTTA;
The 14th March 1895.

R. G. MACDONALD,
Accountant-General, P. W. Dept.

Documents accompanying.

Abstract and detailed accounts of Revenue and Expenditure recorded under the head Civil Works during 1893-94.

Acctt.-Genl., P. W. Dept., memorandum No. 265 G., dated 14th March 1895.

Submitted to the Secretary to the Government of India, Public Works Department.

Accompaniment to Accountant General, P. W. D.'s endorsement No. 265-G., dated 14th March 1895.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure recorded under the head *CIVIL WORKS* during 1893-94, compared with the Budget and Revised Estimates of the year and the actuals of the year 1892-93.

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page.	EXPENDITURE.			
Actuals, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Actuals, 1893-94.			Actuals, 1893-94.	Revised Estimate, 1893-94.	Budget Estimate, 1893-94.	Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
				IMPERIAL.					
				ORIGINAL WORKS--					
				Departmental	vii	386,108	380,700	340,600	355,139
				Civil		2,915	3,500	3,900	11,685
						389,018	384,200	344,400	366,974
				REPAIRS--					
				Departmental	vii	157,729	162,700	168,100	137,142
				Civil		1,863	1,700	500	2,040
						159,592	164,400	168,600	139,182
				ESTABLISHMENT--					
				Departmental	vii	141,661	141,100	149,200	130,145
				Civil		372	700	700	731
						142,033	141,800	149,900	130,876
				TOOLS AND PLANT--					
				Departmental	vii	10,358	12,700	10,100	10,198
				Civil . . . . .		...	100	...	...
						10,358	12,800	10,100	10,198
				SUSPENSE--					
				Departmental		-5,775	-3,300	...	-7,720
				Civil . . . . .		...	...	...	...
						-5,775	-3,300	...	-7,720
				MISCELLANEOUS--					
				Departmental . . . . .		...	...	...	...
				Civil		718	...	...	212
						718	...	...	212
				RESERVE--					
				Departmental . . . . .		...	2,300	23,100	...
						...	2,300	23,100	...
				TOTAL--					
11,229	12,400	14,100	16,250	Departmental	vii {	690,076	696,200	691,100	624,904
888	...	500	381	Civil		5,868	6,000	6,000	74,818
12,067	12,400	14,600	16,641	Carried over		695,944	702,200	697,100	639,722

"Departmental" implies that the transactions have been controlled by officers of the Public Works Department; "Civil" means that the Agency has been outside the Public Works Department, generally officers of the Revenue, Police or Judicial service.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure, etc.—continued.

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page.	EXPENDITURE.			
Actuals, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Actuals, 1893-94.			Actuals, 1893-94.	Revised Estimate, 1893-94.	Budget Estimate, 1893-94.	Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
12,007	12,400	14,600	10,621	Brought forward		695,944	702,200	693,100	689,722
				DEDUCT—					
				Outlay in England—					
				At 2 shillings per rupee	vii	8,817	8,100	1,400	2,403
				Exchange		2,154	2,000	200	1,449
						5,471	5,100	2,800	8,857
12,017	12,400	14,600	10,641	Net receipts and outlay in India	vii	690,473	697,100	693,800	686,865
				ADD—					
				Receipts and outlay in India—					
27,704	28,900	25,500	25,828	At 2 shillings per rupee	vii	88,411	89,900	88,400	85,049
16,667	18,100	16,400	16,785	Exchange on above		57,455	57,800	55,400	51,704
58,488	59,400	56,600	50,254	TOTAL IMPERIAL	vii	886,339	844,700	837,600	(a) 783,600
				PROVINCIAL.					
				ORIGINAL WORKS—					
				Departmental		840,582	877,200	969,100	904,629
				Civil		84,135	49,200	51,800	50,403
						880,717	926,400	1,020,900	955,032
				REPAIRS—					
				Departmental		667,302	660,200	653,800	623,221
				Civil		83,295	26,700	34,300	27,701
						700,597	686,900	687,900	655,922
				ESTABLISHMENT—	vii				
				Departmental		485,312	479,600	482,400	473,114
				Civil		11,191	11,800	6,800	10,899
						496,503	491,400	489,200	482,943
				TOOLS AND PLANT—					
				Departmental		25,824	29,300	34,300	41,733
				Civil		215	400	300	871
						26,039	29,700	34,600	42,106
				Carried over { Provincial. { Departmental		2,025,020	2,055,300	2,139,400	2,046,600
				{ Civil		78,836	88,100	93,200	89,308
				{ Imperial					
58,488	59,400	56,600	50,254			836,830	844,700	837,600	773,600

(a) These figures include expenditure incurred by Bombay on account of Indo-European Telegraph Department for works and repairs.

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement of Revenue and Expenditure, etc.—continued.

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page.	EXPENDITURE.			
Actuals, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Actuals, 1893-94.			Actuals, 1893-94.	Revised Estimate, 1893-94.	Budget Estimate, 1893-94.	Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
56,498	59,400	56,500	59,354	Brought forward		336,389	344,700	337,600	773,509
...	...	...	...	Imperial		2,025,020	2,055,300	2,139,400	2,046,696
				Provincial		78,336	88,100	93,200	89,303
				Departmental					
				Civil					
				SUSPENSE—					
				Departmental		—1,162	—6,600	9,000	—2,304
				Civil		...	...	...	...
						—12,162	—6,600	9,000	—2,304
				MISCELLANEOUS—					
				Departmental		...	...	...	...
				Civil		25,118	25,600	34,000	29,162
						25,118	25,600	34,000	29,162
				RESERVE—					
				Departmental		...	...	5,000	...
				TOTAL—					
67,674	146,800	159,100	168,338	Departmental	vii	2,012,858	2,048,700	2,153,400	2,043,892
17,656	122,100	124,100	124,312	Civil		108,954	113,700	127,200	118,465
85,329	268,900	282,200	292,650	TOTAL PROVINCIAL		2,116,812	2,162,400	2,280,600	2,162,357
				INCORPORATED LOCAL.					
				ORIGINAL WORKS—					
				Departmental		228,208	258,100	252,300	226,596
				Civil		307,628	317,700	339,300	325,509
						545,928	575,800	591,500	552,105
				REPAIRS—					
				Departmental		240,876	248,700	239,200	240,793
				Civil		611,435	638,800	658,100	643,314
						858,311	882,500	897,300	884,107
				ESTABLISHMENT—					
				Departmental		84,608	87,100	84,600	82,632
				Civil		159,338	168,800	170,400	165,794
						243,946	255,900	255,000	248,426
				TOOLS AND PLANT—					
				Departmental		5,245	5,400	6,800	6,039
				Civil		7,788	8,100	9,000	8,769
						13,028	13,500	15,600	14,808
						575,027	599,300	582,700	556,110
				Carried over		1,085,879	1,128,400	1,176,700	1,143,396
				Incorporated Local		2,959,151	3,007,100	3,118,200	2,935,866
				Others					
41,767	328,800	333,700	351,914						

ABSTRACT by Funds, Departmental Heads, and Agency of Collection and Disbursement, of Revenue and Expenditure, etc.—concluded.

REVENUE.				Funds, Departmental Heads, and Agency.	For details, see page.	EXPENDITURE.			
Actuals, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Actuals, 1893-94.			Actuals, 1893-94.	Revised Estimate, 1893-94.	Budget Estimate, 1893-94.	Actuals, 1892-93.
Rx.	Rx.	Rx.	Rx.			Rx.	Rx.	Rx.	Rx.
241,767	328,200	324,700	351,914			2,953,151	3,007,100	3,118,200	2,935,992
				Brought forward .		575,037	599,300	582,700	556,110
				Others		1,085,879	1,128,400	1,176,700	1,143,396
				Local					
				Departmental					
				Civil					
				SUBSIDIES—					
				Departmental					
				Civil					
				MISCELLANEOUS—					
				Departmental					
				Civil					
					viii				
						16,238	14,500	13,300	15,095
						16,238	14,500	13,300	15,095
				Departmental		575,027	599,300	582,700	556,112
				Civil		1,102,117	1,142,900	1,190,000	1,138,481
					vii				
				TOTAL INCORPORATED LOCAL		1,677,144	1,742,200	1,772,700	1,714,583
				* EXCLUDED LOCAL.					
				ORIGINAL WORKS		43,271	138,100	139,400	72,832
				REPAIRS		36,362	39,300	35,200	33,669
				ESTABLISHMENT		7,227	9,100	8,300	6,732
				TOOLS AND PLANT		588	600	500	643
					ix				
				TOTAL EXCLUDED LOCAL		87,448	187,100	184,400	113,926
				* CONTRIBUTIONS.					
				ORIGINAL WORKS		80,098	89,200	12,800	160,796
				REPAIRS		10,760	10,000	1,500	11,108
				ESTABLISHMENT		5,439	5,200	2,100	5,992
				TOOLS AND PLANT		459	300	100	453
					x				
				TOTAL CONTRIBUTIONS		96,751	104,700	16,500	178,349
				* LOCAL LOANS.					
				ORIGINAL WORKS		13,630	500	500	25,022
				REPAIRS					
				ESTABLISHMENT		541	100	100	1,748
				TOOLS AND PLANT		7			111
				TOTAL		14,178	600	600	26,881
				GRAND TOTAL—					
				Departmental		3,616,733	3,779,100	3,770,200	3,677,861
				Civil		1,311,989	1,262,600	1,322,200	1,291,764
					43				
				TOTAL CIVIL WORKS		4,828,672	5,041,700	5,092,400	4,969,615
					43				

* Departmental.

CALCUTTA;

Dated the 14th March 1895.

R. G. MACDONALD,

Accountant General, P. W. Dept.

DETAILED ACCOUNTS OF REVENUE DURING 1893-94.

	England:	INDIA.							Assam.	BURMA.		Bengal.	Panjab.	Total.
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Hyderabad.	Baluchistan.	Total.		Upper Burma.	Lower Burma.			
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
IMPERIAL.														
DEPARTMENTAL.														
Costs of buildings . . . .	...	124	1,288	1,080	151	...	2,076	4,669	...	2,926	2,400	80	4,552	14,627
Repairs of buildings . . . .	...	2	...	28	...	55	...	85	...	352	...	...	...	437
" Barrack furniture . . . .	...	2	...	...	...	...	...	2	...	...	...	...	...	2
" tools and plant . . . .	...	...	19	22	24	9	—1	73	...	108	...	...	...	181
" produce . . . .	...	4	48	8	...	...	...	60	...	...	...	...	...	60
" old materials . . . .	...	...	4	9	6	...	12	31	...	4	...	...	...	35
Value of materials from old buildings.	...	1	5	...	1	...	...	7	...	472	...	2	...	482
Unclaimed deposits . . . .	...	...	...	...	...	...	...	...	...	123	...	...	...	123
Fines, refunds, and miscellaneous	...	186	24	—4	34	...	...	240	4	68	1	...	...	313
TOTAL . . . .	...	319	1,388	1,093	216	64	2,087	5,167	4	4,053	2,401	88	4,552	16,260
Add England	25,828	...	...	...	...	...	...	...	...	...	...	...	...	25,828
Exchange	16,785	...	...	...	...	...	...	...	...	...	...	...	...	16,785
TOTAL	42,613	...	...	...	...	...	...	...	...	...	...	...	...	42,613
TOTAL DEPARTMENTAL	42,613	319	1,388	1,093	216	64	2,087	5,167	4	4,053	2,401	88	4,552	58,873
<i>Officers of other Departments.</i>														
Miscellaneous . . . .	...	...	...	...	...	62	300	362	...	19	...	...	...	381
TOTAL . . . .	...	...	...	...	...	62	300	362	...	19	...	...	...	381
Total Imperial carried over	42,613	319	1,388	1,093	216	126	2,387	5,529	4	4,072	2,401	88	4,552	59,254

	INDIA.							
	England.	Director General of Military Works.	Rajputana.	Central India.	Coorg.	Hyderabad.	Baluchistan.	TOTAL INDIA.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Imperial brought over	42,613	319	1,388	1,093	316	126	2,387	5,529
PROVINCIAL								
DEPARTMENTAL.								
Rents of buildings
Sales of buildings
" tools and plant
" produce
" old materials
Value of materials from old buildings
Rents from Strand bank Maidan, etc.
Receipts from P. W. Workshops
" from Thomason College, Roorkee
Tolls on roads
Ferry receipts
Unclaimed deposits
Collections under Highway Act
Fines, refunds, and miscellaneous
TOTAL
OFFICERS OF OTHER DEPARTMENTS.								
Rents of buildings
Sales of buildings
" produce
Tolls on roads
Ferry receipts
Contributions
Fines, refunds, and miscellaneous
Fees on masonry graves
TOTAL
TOTAL PROVINCIAL
INCORPORATED LOCAL.								
DEPARTMENTAL.								
Rents of buildings
Sales of buildings
" tools and plant
" produce
" old materials	3	...	...	...	...	3
Unclaimed deposits
Fines, refunds, and miscellaneous	2	...	...	2
TOTAL	3	...	2	...	...	5
OFFICERS OF OTHER DEPARTMENTS.								
Rents of buildings
Sales of buildings
" old materials
" produce
Tolls on roads
Canal and Ferry receipts	2,335	...	...	2,335
Arboriculture
Tolls on steamers
Contributions
Fines, refunds, and miscellaneous
TOTAL	2,335	...	...	2,335
TOTAL LOCAL	3	...	2,337	...	...	2,340
GRAND TOTAL	42,613	319	1,391	1,093	2,553	126	2,387	7,569

Central Provinces.	BURMA.		Assam.	P'engal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
	Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
...	4,072	2,401	4	83	...	4,552	...	...	59,254
1,587	...	6,244	1,488	6,540	2,099	1,280	5,546	10,176	84,900
...	...	193	80	405	...	1,860	206	...	2,744
64	...	76	143	981	1,658	397	2,390	197	5,936
26	...	8	12	148	...	3,696	153	1,574	5,617
30	...	50	38	342	...	494	572	997	2,523
32	...	59	41	255	...	47	71	17	522
...	4,776	...	...	...	...	4,776
...	7,232	...	316	...	7,548
...	2,865	...	...	...	2,865
2,795	...	7	1,391	...	3,065	...	...	64,341	64,341
...	10	...	2	...	60	2	7,258
...	-1	...	...	73
169	...	318	255	17,274	363	433	3,565	2,383	2,383
...	4,415	26,792
4,708	...	6,955	3,458	30,721	17,314	8,206	12,879	84,102	168,338
...	3,197	...	...	3,197
...	2,123	...	...	2,123
...	2,027	...	...	...	2,027
63	7,432	...	...	7,405
971	2,918	23,488	55,823	19,421	...	...	102,621
...	4,227	...	4,227
2	...	5	...	156	352	458	191	76	1,240
49	...	81	...	166	270	285	849	202	1,392
1,085	...	86	2,918	23,800	58,472	32,916	4,767	278	124,323
5,788	...	7,041	6,376	54,521	75,786	41,122	17,646	84,380	292,660
...	86	...	300	...	...	...	386
...	750	...	...	...	750
...	704	...	707
...	...	2	7	...	...	38	3	...	50
...	6	...	...	...	6
...	90	...	18	50	15	...	175
...	...	2	183	...	1,074	88	722	...	2,074
4	235	...	715	...	254	1,209
54	1,239	25	367	1,685
24	38	...	179	807	...	1,048
...	9,375	...	1,580	10,955
6,983	5,896	7,772	10,548	38,311	...	14,397	92,393	35,031	97,366
450	5,807	...	...	14,462	190,762
...	1,023	...	...	...	6,257
603	3,698	...	...	1,807	11,888	1,023
1,137	59	100	26	204	260	76	3,339	971	17,996
...	6,172
9,255	5,955	7,872	10,574	42,486	7,090	25,981	98,371	64,553	274,472
9,255	5,955	7,874	10,757	42,486	8,164	26,069	99,093	64,553	276,546
16,043	10,027	17,316	17,137	97,090	83,950	71,743	116,739	148,933	628,460

DETAILED ACCOUNT OF EXPENDITURE

	England	INDIA.								
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Khorasan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
IMPERIAL—										
DEPARTMENTAL—										
<i>Civil Buildings—</i>										
New Works	4,733	5,009	1,874	1,533	...	1,721	1,531	19,682	...
Repairs	5,468	2,332	1,484	639	...	1,001	1,361	4,649	...
<i>Communications—</i>										
New Works	949	4,807	4,609	...	...	...	10,367	...
Repairs	5,562	11,861	7,774	...	...	...	5,551	...
<i>Miscellaneous Public Improvements—</i>										
New Works	1,210	...	...	...	8,215	...
Repairs	106	...	...	...	753	...
TOTAL WORKS AND REPAIRS	...	10,201	13,852	20,026	16,871	...	2,722	2,892	44,217	...
Establishment	2,346	4,845	8,876	3,451	...	629	1,014	9,828	...
Tools and Plant	163	214	300	1,144	...	41	...	605	...
Suspense	—5,531	...	—1,389	—334	...	...	12	—4,275	...
TOTAL	...	7,169	18,911	27,913	20,132	...	3,392	3,915	50,375	...
<i>Deduct—Outlay in England—</i>										
At 2s. per rupee	89	679	...	...	...	...	...
Loss by Exchange	57	441	...	...	...	...	...
NET INDIA	...	7,169	18,911	27,767	19,012	...	3,392	3,915	50,375	...
<i>Add—</i>										
England	88,411	...	...	...	...	...	...	...	...	...
Exchange	57,455	...	...	...	...	...	...	...	...	...
TOTAL	145,866	7,169	18,911	27,767	19,012	...	3,392	3,915	50,375	...
CIVIL—										
<i>Civil Buildings—</i>										
New Works	2,462	263
Repairs	789	...
<i>Communications—</i>										
New Works	44	...
Repairs	508	...	...	232	...
<i>Miscellaneous Public Improvements—</i>										
New Works	146	...
Repairs	339	...
TOTAL WORKS AND REPAIRS	508	...	...	4,012	263
Establishment	372	...
Tools and Plant	718	...
Miscellaneous
TOTAL CIVIL	508	...	...	5,102	263
Total Imperial carried over	145,866	7,169	18,911	27,767	19,012	508	3,392	3,915	55,477	263

DURING 1893-94.

Total India.	Central Provinces.	BUNDA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Rajputana.	Bombay.	Total.
		Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
36,083 16,934	888 379	85,782 16,668	...	873 759	13,974 12,509	8,806 4,804	27,808 8,404	1,168 1,542	24,400 6,764	199,779 69,863
20,732 30,748	...	61,785 48,859	...	83,166 4,661	...	...	8,146 824	...	20 200	173,799 86,153
4,425 859	...	3,625 1,689	232 ...	...	...	...	2,800 ...	...	1,984 365	12,625 2,913
109,791 30,986 2,457 -11,417	1,164 268 17 ...	218,358 69,659 5,312 5,849	1,593 485 24 ...	89,459 18,437 1,202 -126	26,483 6,131 408 -539	18,610 2,108 204 ...	46,991 6,726 453 464	2,710 622 40 ...	33,689 5,239 841 -8	548,832 141,661 10,358 -5,775
181,807	1,449	299,078	2,102	108,972	32,483	16,922	54,634	3,372	39,267	690,076
768 496	...	...	6 2	...	572 872	...	1,638 1,065	...	333 216	3,317 2,154
180,541	1,449	299,078	2,093	108,972	31,539	16,922	51,931	3,372	38,708	684,605
...	...	...	...	...	...	...	...	...	...	88,411 57,455
180,541	1,449	299,078	2,093	108,972	31,539	16,922	51,931	3,372	38,708	680,471
2,725 789	...	...	...	...	...	...	...	...	...	2,725 789
44 735	...	...	...	...	...	...	...	...	...	44 735
146 839	...	...	...	...	...	...	...	...	...	146 839
4,778 373 718	...	...	...	...	...	...	...	...	...	4,778 373 718
5,868	...	...	...	...	...	...	...	...	...	5,868
136,409	1,449	299,078	2,093	108,972	31,539	16,922	51,931	3,372	38,708	683,339*

* Differs from the amount shown in page 4 by Rx. 16, the amount of outlay in England and Exchange (under Coorg) not brought to book by Examiner in 1893-94.

	England.	INDIA.								
		Director General of Military Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.	Khorasan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total Imperial brought over .	145,866	7,169	18,911	27,767	19,012	503	3,392	3,915	55,477	263
PROVINCIAL.										
Civil Works.										
<i>Departmental.</i>										
Civil Buildings—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
Communications—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
Miscellaneous Public Improvements—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
TOTAL WORKS AND REPAIRS	000	000	000	000	000	000	000	000	000	000
Establishment . . .	000	000	000	000	000	000	000	000	000	000
Tools and Plant . .	000	000	000	000	000	000	000	000	000	000
Suspense	000	000	000	000	000	000	000	000	000	000
TOTAL	000	000	000	000	000	000	000	000	000	000
<i>Civil.</i>										
Civil Buildings—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
Communications—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
Miscellaneous Public Improvements—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
TOTAL WORKS AND REPAIRS	000	000	000	000	000	000	000	000	000	000
Establishment . . .	000	000	000	000	000	000	000	000	000	000
Tools and Plant . .	000	000	000	000	000	000	000	000	000	000
Miscellaneous . . .	000	000	000	000	000	000	000	000	000	000
TOTAL	000	000	000	000	000	000	000	000	000	000
TOTAL PROVINCIAL	000	000	000	000	000	000	000	000	000	000
INCORPORATED LOCAL.										
<i>Civil Works.</i>										
<i>Departmental.</i>										
Civil Buildings—										
New Works	000	000	47	000	000	000	000	000	000	000
Repairs	000	000	88	000	000	000	000	000	000	000
Communications—										
New Works	000	000	116	000	902	000	000	000	000	000
Repairs	000	000	1,170	000	1,161	000	000	000	000	000
Miscellaneous Public Improvements—										
New Works	000	000	000	000	128	000	000	000	000	000
Repairs	000	000	000	000	52	000	000	000	000	000
TOTAL WORKS AND REPAIRS	000	000	1,371	000	2,243	000	000	000	000	000
Establishment . . .	000	000	137	000	516	000	000	000	000	000
Tools and Plant . .	000	000	20	000	84	000	000	000	000	000
Suspense	000	000	000	000	000	000	000	000	000	000
TOTAL	000	000	1,528	000	2,793	000	000	000	000	000
<i>Civil.</i>										
Civil Buildings—										
New Works	000	000	42	340	000	000	000	000	000	000
Repairs	000	000	63	117	000	000	000	000	000	000
Communications—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	60	45	000	000	000	000	000	000
Miscellaneous Public Improvements—										
New Works	000	000	50	27	000	000	000	000	000	000
Repairs	000	000	1	21	000	000	000	000	000	000
TOTAL WORKS AND REPAIRS	000	000	215	559	000	000	000	000	000	000
Establishment . . .	000	000	000	24	5	000	000	000	000	000
Tools and Plant . .	000	000	000	000	000	000	000	000	000	000
Miscellaneous . . .	000	000	87	000	000	000	000	000	000	000
TOTAL	000	000	303	583	5	000	000	000	000	000
TOTAL INCORPORATED LOCAL	000	000	1,830	583	2,798	000	000	000	000	000
Total carried over .	145,866	7,169	20,741	28,350	21,810	503	3,392	3,915	55,477	263

TOTAL INDIA.	Central Provinces.	BURMA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
Rx.	Rx.	Upper.	Lower.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
136,409	1,449	299,078	2,098	106,972	31,539	16,922	51,931	8,373	38,708	686,839
...	51,537	...	151,601	11,128	76,172	65,807	54,432	107,452	95,876	614,005
...	7,889	...	17,091	6,975	30,898	28,953	23,150	21,441	38,016	174,413
...	31,229	...	21,424	60,305	26,225	16,829	30,949	10,570	12,551	210,082
...	48,047	...	60,380	40,679	56,575	84,062	86,218	15,531	81,587	473,979
...	798	...	1,088	1,766	514	11,852	797	458	4,624	22,495
...	68	...	1,756	418	6,099	1,353	4,494	1,788	2,939	18,910
...	140,468	...	259,038	121,266	190,483	208,856	200,040	157,240	235,393	1,513,884
...	39,819	...	45,857	29,685	71,153	79,101	68,838	57,124	94,285	486,312
...	2,538	...	3,743	4,161	1,886	1,120	3,087	4,047	5,237	25,824
...	525	...	1,288	431	13,577	12,783	256	10,777	921	12,163
...	183,350	...	304,831	155,493	255,945	276,294	371,731	229,188	336,086	2,012,858
...	...	...	...	1,936	200	990	...	3,945	...	7,011
...	...	...	...	1,285	...	5,237	...	857	...	7,379
...	...	...	...	2,768	...	1,123	...	474	...	4,365
...	...	...	...	...	3,076	1,832	...	10,624	...	15,532
...	...	...	...	...	311	3,433	...	19,015	...	22,759
...	...	...	...	...	2,860	7,487	...	38	4	10,384
...	...	...	...	4,704	7,732	20,042	...	34,948	...	67,480
...	35	...	...	5	4,346	5,026	1,779	...	...	11,191
...	...	...	...	...	78	137	...	...	...	215
...	50	...	20,558	...	...	1,970	1,691	...	840	25,118
...	94	...	20,558	4,709	12,156	27,175	3,470	34,948	844	108,954
...	183,444	...	323,389	160,202	208,101	303,469	275,191	264,136	336,880	2,116,812
...
47	324	208	3,585	268	...	14,352	9,494	828	9,288	33,329
38	...	...	259	169	...	5,822	10,324	...	581	17,193
1,018	13,539	20	25,562	34,297	...	51,810	11,775	470	32,019	170,509
2,331	4,300	80	8,090	24,472	...	78,692	38,320	2,227	59,321	216,338
128	1	2,951	12,172	4,861	...	...	5,345	13	4,589	29,440
52	7	11	2,699	1,002	...	1,668	4,579	5	727	11,350
8,614	18,170	3,265	52,367	65,069	...	152,344	79,777	3,543	107,025	435,174
653	...	1,087	11,943	5,551	...	39,900	11,475	1,240	12,759	84,608
54	...	49	779	...	...	1,500	645	390	1,828	5,245
...
4,321	18,170	4,401	65,089	70,620	...	193,744	91,897	5,173	121,612	575,027
...
391	40	180	46	...	27,602	2,883	...	11,752	6,302	49,046
179	146	1	39	...	15,998	6,494	...	8,685	6,420	37,962
...	590	6,492	5,514	225	108,443	4,500	...	52,723	15,504	195,000
105	9,718	3,636	5,549	...	225,083	31,035	...	215,468	48,812	539,406
77	476	9,134	2,107	...	16,829	53	...	9,226	25,631	63,582
22	732	1,540	841	...	3,241	301	...	14,923	12,467	34,067
774	11,702	20,983	14,096	225	398,196	45,274	...	312,777	115,080	919,083
29	4,089	845	1,444	...	64,107	10,407	912	38,013	18,997	159,033
...	78	220	119	...	2,839	1,086	...	2,008	538	7,733
87	427	109	551	89	...	805	11,515	629	2,026	16,238
890	16,296	22,107	16,210	314	465,332	57,572	12,427	374,322	136,647	1,102,117
...
5,211	34,404	26,508	81,299	70,934	465,332	251,816	104,324	379,495	258,259	1,677,144
141,620	219,852	325,586	408,781	340,108	764,972	571,707	431,446	647,003	683,847	4,690,295

	England.	INDIA.								
		Director General of Military Works.	Rajputana.	Central India.	Ooeng.	Mysoor.	Hyderabad.	Port Blair.	Baluchistan.	Khorasan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total brought over	145,866	7,169	20,741	28,350	21,810	508	3,392	3,915	55,477	203
EXCLUDED LOCAL DEPARTMENTAL.*										
<i>Civil Works.</i>										
Civil Buildings—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
	00	000	000	000	000	000	000	000	000	000
Communications—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
	000	000	000	000	000	000	000	000	000	000
Miscellaneous Public Improvements—										
New Works	000	000	000	000	000	000	000	000	000	000
Repairs	000	000	000	000	000	000	000	000	000	000
	000	000	000	000	000	000	000	000	000	000
TOTAL WORKS AND REPAIRS										
Establishment	000	000	000	000	000	000	000	000	000	000
Tools and Plant	000	000	000	000	000	000	000	000	000	000
TOTAL EXCLUDED LOCAL										
Total carried over	145,866	7,169	20,741	28,350	21,810	508	3,392	3,915	55,477	203

* The outlay by Civil officers.

TOTAL INDIA.	Central Provinces.	BURMA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
		Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
141,620	219,359	325,586	408,781	340,108	764,972	571,707	491,446	647,003	638,847	4,630,295
...	150	...	4,223	—96	2,187	6,464
...	8,922	322	878	6,122
...	150	...	8,145	226	3,068	11,586
...	33	...	30	...	3,274	3,337
...	265	...	1,224	...	1,567	3,056
...	298	...	1,254	...	4,841	6,393
...	15,286	2,023	16,161	33,470
...	26,452	645	1,087	28,184
...	41,738	2,668	17,248	61,654
...	448	...	51,137	2,894	25,154	79,633
...	108	...	2,594	438	3,092	7,227
...	7	...	213	25	343	586
...	558	...	54,944	3,357	28,589	87,448
141,620	219,359	325,586	408,781	340,108	765,530	571,707	496,390	650,360	662,436	4,717,743

from this source is not known.

	England.	INDIA.							
		Director Gene- ral of Milit- ary Works.	Rajputana.	Central India.	Coorg.	Mysore.	Hyderabad.	Port Blair.	Baluchistan.
	£	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Total brought over	145,866	7,169	20,741	28,350	21,810	503	3,392	3,915	55,477
CONTRIBUTION.									
DEPARTMENTAL.									
<i>Civil Buildings—</i>									
New works	658	62	410	...	...	...	...	...
Repairs	44	...	522	...	...	...	...	...
	...	702	62	932	...	...	...	...	...
<i>Communications—</i>									
New Works	159	8,033	...	...	...	...	...
Repairs	404	827	...	...	...	...	...
	563	8,860	...	...	...	...	...
<i>Miscellaneous Public Improvements—</i>									
New works	2,787	...	2,243	...	...	...	...
Repairs	357	...	2	...	...	...	...
	3,144	...	2,245	...	...	...	...
TOTAL WORKS AND REPAIRS	702	3,769	9,792	2,245	...	...	...	...
Establishment	4	259	2,494	...	...	...	...	...
Tools and Plant	36	147	...	...	...	...	...
TOTAL CONTRIBUTIONS	706	4,064	12,433	2,245	...	...	...	...
LOCAL LOANS.									
<i>Miscellaneous Public Improvements—</i>									
Works	484	...	...	...	...	...	...
TOTAL	484	...	...	...	...	...	...
Establishment	48	...	...	...	...	...	...
Tools and Plant	7	...	...	...	...	...	...
TOTAL LOCAL LOANS	539	...	...	...	...	...	...
GRAND TOTAL	145,866	7,875	25,344	40,783	24,055	503	3,392	3,915	55,477

* Outlay from this source by officers of other departments is not known.

CALCUTTA;
Dated 14th March 1895.

Khorsan.	TOTAL INDIA.	Central Provinces.	BURMA.		Assam.	Bengal.	North-Western Provinces and Oudh.	Punjab.	Madras.	Bombay.	TOTAL.
			Upper.	Lower.							
Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
263	141,620	219,859	325,586	408,781	340,108	765,530	571,707	486,390	650,860	602,436	4,717,743
...	1,130	2,822	...	5,626	2,160	2,765	11,795	3,348	90	6,123	35,849
...	566	9	...	76	5	1,953	1,203	...	320	298	4,530
...	1,696	2,831	...	5,702	2,155	4,718	12,998	3,348	410	6,521	40,379
...	8,192	2,141	86	...	373	846	976	2,522	19	156	16,011
...	1,231	108	...	...	661	38	2,101	59	...	9	4,267
...	9,423	2,249	86	...	1,024	884	3,167	2,581	19	165	19,598
...	5,030	9,238	...	1,238	491	37	3,403	9,477	...	19	28,933
...	859	704	...	680	...	...	167	33	...	...	1,943
...	5,389	9,942	...	1,928	491	37	3,560	9,510	...	19	30,676
...	16,506	15,022	86	7,630	3,670	5,639	19,725	15,439	429	6,705	90,853
...	2,757	930	29	451	...	74	1,262	188	62	62	5,430
...	183	140	2	29	...	10	76	10	4	5	459
...	19,448	16,092	117	8,110	3,670	5,723	21,063	15,261	495	6,772	96,751
...	484	...	...	...	...	...	...	13,146	...	...	13,630
...	484	...	...	...	...	...	...	13,146	...	...	13,630
...	48	...	...	...	...	...	...	498	...	...	541
...	7	...	...	...	...	...	...	...	...	...	7
...	539	...	...	...	...	...	...	13,639	...	...	14,178
263	161,807	235,451	325,703	416,891	343,778	771,253	592,770	515,280	650,855	669,208	4,828,672(a)

(a) Differs from the amount shown in page 6 by Rx. 15, the amount of outlay in England and Exchange (under Coorg) not brought to book by Examiner in 1893-94.

R. G. MACDONALD,
Acct. Genl., P. W. Dept.

GOVERNMENT OF INDIA.

REVENUE AND AGRICULTURAL DEPARTMENT.

Memorandum on the snowfall in the mountain districts bordering Northern India and the abnormal features of the weather in India during the past five months, with a forecast of the probable character of the south-west monsoon rains of 1895.

The present memorandum is drawn up in accordance with the practice of the past eleven years, and includes, firstly, a brief summary of the information received from various officers relating to the snowfall of the past winter or cold weather in the Afghan mountains and the Himalayan area; secondly, a statement of the chief peculiarities or abnormal features of the meteorology of India during the past five months; and, thirdly, a forecast of the probable character of the approaching south-west monsoon rains based on this information.

The forecast is based in part on the snowfall information and on the abnormal features of the weather during the past five months, and in part on a comparison with the meteorology of the previous thirty years, so far as it is available. It is necessary to point out that the forecast is a statement of probabilities and not of certainties, and that it is liable to error from the limitation and uncertainty of part of the data on which it is based. It has been drawn up after a consideration of all the available information, but it should, to use the words of the Famine Commission Report, "*be used with due caution.*"

The monsoon forecasts, as at present issued, necessarily leave out of consideration two important points on which the agricultural value of the monsoon rainfall largely depends, *viz.* :

- (1) the probability of the occurrence of a prolonged break in the rains in July or August;
- (2) the probability of the unusually early termination of the rains in Upper India or Bengal;

and are hence imperfect every year to that extent.

The chief features or conditions which influence and determine the extension and general strength of the south-west monsoon currents are as follows:

1st.—The amount and time of occurrence of the cold-weather snowfall in the mountain districts adjacent to Northern India.

2nd.—The local peculiarities of the weather in India itself immediately antecedent to the advance of the monsoon currents across the coasts of India into the interior, and which it is found are generally impressed upon it during the hot weather, and are frequently more or less persistent in character. These abnormal features are, on the whole, best estimated by means of the variations of pressure from its normal value in different parts of India.

3rd.—Local peculiarities in the Bay of Bengal and Arabian Sea, over which the monsoon currents pass before they reach India.

The first of these conditions or factors is mainly influential in determining the northern limits of the monsoon rains, heavy and prolonged snowfall in the Western Himalayan area either preventing or delaying the extension of the monsoon current over Upper India during the rainy season. Heavy and untimely snowfall in April and May especially exercises a very powerful influence in this way.

The second factor determines those large local district or provincial variations of rainfall during the monsoon which are evidently due to persistent local conditions or peculiarities, and not to general causes influencing the whole of India more or less.

The third and last factor is almost certainly of equal importance with the preceding two, but it is that on which information is most difficult to obtain, and is least in amount and longest in being received. In fact, information

respecting the weather conditions in the Arabian Sea or Bay of Bengal is rarely received in time to be utilized in drawing up the annual forecasts.

Summary of snowfall information.

The whole of the information referring to the snowfall in the mountain districts bordering Northern India for each month of the year is now published as it is received in the India Monthly Weather Reviews.

The following gives a brief summary of the information relating to the snowfall of the past cold weather received up to date :

I.—AFGHAN MOUNTAIN DISTRICTS.

(1) HILLS WEST OF DERA ISMAIL KHAN.

November.—There was a slight fall of snow on the 30th on the Pirghel (11,000 feet) and Merwatti (10,500 feet).

December.—Snow fell on the 23rd down to about 5,500 feet, the fall on the higher peaks ranging from 6 inches to 2 feet in amount.

January.—There were frequent falls on the 2nd, 3rd, 6th, 23rd, 30th and 31st on the higher ranges. The total amount on the highest peaks was estimated at about 8 feet.

February.—There were snowstorms on the 2nd, 3rd, 4th and 6th of the month, which gave a total of $3\frac{1}{2}$ feet of snow on the Takht Suleman and other high peaks.

March.—Snow fell on the higher peaks on the 14th, 15th and 24th. The fall on the higher peaks of the Shirani country (Takht Suleman, &c.) was estimated at nearly 4 feet.

April.—No snow.

The opinion of the natives of these hill districts is that the fall has been less than usual.

(2) KURRAM.

January.—Several snowstorms occurred during the month. The most severe was on the 12th, when snow fell down to 4,000 feet.

February to April.—No information.

The inhabitants of Kurram consider that the season was unusually mild.

(3) KHYBER DISTRICT.

December.—Snow fell in the last week of the month in Tirah.

January.—There were two snowstorms during the month. The total fall on the Lakka hills was about $1\frac{1}{2}$ feet.

February.—Snowstorms occurred in the first week of the month. The fall on Tirah was 2 feet and on the Lakka peak $1\frac{1}{2}$ feet.

March to April.—No snow fell.

(4) WAZIRISTAN.

November to February.—No reports received.

March.—There were snowstorms on the hills above 8,500 feet on the 1st, 8th to 10th, 13th, 15th, 17th and 24th. The snowfall during the storm of the 8th to 10th was heavy and continuous. The snow melted rapidly during the last fortnight of the month.

April.—Light snow fell during the first ten days of the month above 10,000 feet. The snow completely disappeared before the end of the month.

(5) KABUL.

November.—Snow commenced earlier than usual, the first fall of the season occurring in the last week of November. The fall was general and all the hills about Kabul were covered with snow at the end of that month.

December to April.—No reports received for this period.

II.—HIMALAYAS.

(A) THE PUNJAB AND KASHMIR HIMALAYAS.

(1) HILLS TO THE NORTH OF HAZARA.

December.—Light snow fell at Hazara (4,100 feet) on the 24th, 29th and 30th.

January.—Light snow fell on the 1st and 7th at Hazara.

February.—Snow fell on the higher ranges near Hazara on the 1st.

March.—Heavy rain fell in this month which melted and washed away the snow on the lower ranges. There were light falls of snow on the higher ranges during the month.

April.—Light snow fell on the higher ranges on the 2nd, 3rd and 4th.

The following gives the reported accumulation on the hills in this district on the 15th of each month from January to April 1895, and in the corresponding months of the year 1894 for comparison:

Hill.	DEPTH OF SNOW ON THE 15TH OF							
	January 1895.	February 1895.	March 1895.	April 1895.	January 1894.	February 1894.	March 1894.	April 1894.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Kagan Hills	9	2	2	Slight	2	9	2	Nil.
Konsh and Bhagarmang Hills	4½	1	1	Slight	1	7	1 to 2	Nil.
Kagan higher mountaips	12	...	1 to 1½	Slight	6 to 10	9 to 12	3 to 4	?
Black Mountain (crest)	?	?	?	...	3	4½	1½	Nil.
Manúr Hills	9	...	...	...	...	...	...	Nil.
Bhaliji Hills	7	...	...	...	...	10	...	Nil.
Gulli Range	6 to 8	1 to 1½	½ to 1	...	...	...	...	Nil.

The snowfall of the past winter in the opinion of the natives of the district was much less than usual, and the little there was melted away earlier than usual.

(2) MURREE.

The following table gives the monthly returns of the snowfall at Murree and on the hills near Kahuta:

Station.	TOTAL FALL OF SNOW IN THE MONTH OF						
	December 1894.	January 1895.	February 1895.	March 1895.	April 1895.	Total of period.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
Murree	1 6	7 1	3 3	Nil	Nil	11 10	
Kahuta	?	6 0	Nil	Nil	Nil	6 0	

The following gives comparative data for the past six years :

Station.	TOTAL FALL OF SNOW FROM JANUARY TO MARCH IN							Average of seven years.
	1895.	1894.	1893.	1892.	1891.	1890.	1889.	
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	
Murree	10 4	15 9	29 4	0 5	29 0	3 8	7 3	13 8
Kahuta	6 0	5 0	18 0	<i>Nil</i>	5 3	0 9	4 3	5 7

The fall of the period was hence slightly below the mean of past years. The chief feature of the winter was the early termination of the snowfall in February.

(3) KASHMIR (SRINAGAR).

The following gives a statement of the snowfall at Srinagar in the Kashmir valley :

Month.	NUMBER OF DAYS ON WHICH SNOW FELL.		TOTAL SNOWFALL OF MONTH.			
	1894-95.	1893-94.	1894-95.		1893-94.	
			Ft.	In.	Ft.	In.
December	8	<i>Nil</i>	1	6	<i>Nil</i>	
January	9	13	5	1	4	3
February	6	9	4	0	2	6
March	5	2	1	8	0	10
Total	28	24	12	3	7	7

(4) LAHOUL.

The following gives a statement of the snowfall registered at the observatory at Kailang in Lahoul :

Month.	SNOWFALL, 1894-95.		SNOWFALL, 1893-94.	
	Number of days on which snow fell.	Total snow-fall of month.	Number of days on which snow fell.	Total snow-fall of month.
		Ft. In.		Ft. In.
December	7	4 0	2	0 3
January	11	3 6	17	3 6
February	6	2 0	14	4 3
March	13	3 6	11	5 4
April 1st to 5th	4	1 6	3	2 1
Total	41	14 6	47	15 5

The snowfall was hence nearly the same in amount as last year. The chief difference was in the month of December. Heavy snow fell in December 1894 and practically none in December 1893.

The Superintendent describes the winter in the following terms :

"The winter set in very early and heavy falls of snow occurred in November. The Rotang Pass, which usually remains open to the middle of January, was closed before the middle of December. The chief feature of the winter has been the intense and persistent cold. Hence, although the snowfall of the whole season has not been excessive in amount, it is now (April) melting very slowly."

(5) CHAMBA.

December.—Snow fell on eleven days during the month. The fall came down to 4,000 feet on the outer ranges and 2,600 feet on the inner ranges.

January.—Snowstorms occurred between the 7th and 13th and the 19th and 23rd. The snow line came down to about 4,000 feet in these storms.

February.—There were snowstorms between the 1st and 4th and the 8th and 11th, but the falls were light and smaller than usually occur in this month.

March.—A snowstorm on the 24th and 25th March gave heavy snow on the higher ranges. The snow line descended to 6,000 feet on the outer ranges.

April.—Snow fell on the 3rd and 4th of the month down to 6,500 feet. The snowfall appeared to be heavy on the higher ranges. The following gives the snowfall as actually measured at five sites at different elevations in the neighbourhood of Chamba :

Month.	Tisa, 5,000 feet.	Bhandal, 5,500 feet.	Thanela, 7,000 feet.	Barmaur, 7,000 feet.	Kalatop, 8,000 feet.	Killar, 8,600 feet.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
December 1894.	2 1½	2 2	13 4	6 6	15 0	Information not yet received.
January 1895	0 5	2 11	2 4	6 10	5 10	
February „	1 3	4 0	4 2	2 0	5 6	
March „	Nil	0 2	0 5	0 4	0 4	
April 1st to 15th	Nil	Nil	0 4	0 3	Nil	
TOTAL 1894-95	3 9½	9 3	20 7	15 11	26 8	?
TOTAL FOR PERIOD JANUARY TO MARCH 1893-94.	1 11½	5 0	18 1	...	15 6	?

The Deputy Conservator of Forests, Chamba Division, writes as follows of the snowfall in Chamba during the past winter :

"The snowfall was above the average on the inner ranges, mainly on account of the heavy falls in the early part of the winter. The snow-slides are rather smaller than usual, snow having fallen with less than the usual amount of moisture. The snowfall was well up to the average at medium and lower elevations and on the outer ranges. Snowfall has descended lower and was rather greater in amount than in the winter of 1893-94. As in that winter, it was heavier on the inner than on the outer ranges, but this inequality is entirely due to falls in the early part of the season. Later falls appear generally to have been heavier on the outer ranges.

"From enquiries and my own observations I should say that the past winter more closely resembles that of 1890-91 than any other subsequent winter. The

amount of snow appears to have been much about the same as in 1890-91, but the falls began earlier than in that year, and they were particularly heavy on the inner ranges at the commencement of the season."

(6) KULU.

December.—No report received.

January.—Snow fell on thirteen days in the Kulu and Plach tahsils. Frequent rain fell in the lower valleys. Snow was received above 5,000 feet during the month. The fall of the month was similar to that of January 1894.

February.—Snow fell on four days during the month. The falls only occurred on the higher elevations, about 7,000 feet. There was much hot sunshine, and the snow melted rapidly.

March.—Snowstorms occurred on the higher passes and elevations on six days in the Kulu tahsil and on eight days in the Plach tahsil. The snow melted rapidly during the month. Some Lahoulies crossed the Rotang Pass before the end of the month.

April.—Light falls occurred on the higher elevations on the 3rd and 4th. All the passes were open before the end of the month for foot traffic.

The following table gives the depth of snow on the 25th of each month from December to May, and also on the 25th May of the past six years, on seven of the passes in this district for comparison :

Tahsil.	Name of pass.	Elevation.	DEPTH OF SNOW ON THE 25TH OF					DEPTH OF SNOW ON THE 25TH MAY					
			January 1895.	February 1895.	March 1895.	April 1895.	May 1895.	1894.	1893.	1892.	1891.	1890.	1889.
		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Kulu	Hamta . . .	14,500	38	12	10	4	3	6	7	½	12	6	7
	Rotang . . .	13,000	19	21	17	13	6	9	9	1	9	5	10
	Bhubhu . . .	10,000	9	8	5	3	Nil	1	1	?	Nil	Nil	1
	Gargaraan . . .	17,000	18	19	12	10	2	2	4	1	4	2	3
Plach	Srikand . . .	15,000	20	24	20	15	10	12	15	4	32	12	50
	Bashleo . . .	11,000	11½	9½	6	4	Nil	Nil	Nil	Nil	1	Nil	Nil.
	Jalori . . .	10,500	10	9	6	4	Nil	Nil	Nil	Nil	1	Nil	Nil.

(7) UPPER SUTLEJ VALLEY (POO).

October.—Snow fell on the 5th and 6th down to 13,000 feet.

November.—Snow fell on the 4th and 5th down to 12,000 feet, and on the 28th to 10,000 feet.

December.—Snow fell down to the bottom of the valley (8,500 feet) on the 10th to the 14th, and again on the 25th and the 29th to the 31st. The total fall of the month was 2 feet 3 inches.

January.—Snowstorms occurred on the 1st to 3rd, the 5th to 13th, the 15th and the 20th to 25th. The total fall was 4 feet 11 inches.

February.—There were snowstorms on the 1st and 2nd and on the 6th and 7th. The total fall of the month was 1 foot 3 inches.

March.—Snow fell from the 15th to 17th and from the 24th to 26th, the total amount being 3 feet 2 inches.

April.—No snow fell in the valley; it fell on the mountains above 11,000 feet.

The natives of the district consider the winter to have been a favourable one.

(8) UPPER SUTLEJ VALLEY (KILBA).

November.—Light falls of snow occurred on the 4th, 5th and 19th above 9,000 feet, and heavy falls on the 29th down to 7,500 feet.

December.—Heavy falls of snow were received on the 15th, 23rd and 27th and a light fall on the 31st.

January.—Snowstorms occurred on ten days of the month down to varying heights. The most severe storms were on the 10th, 11th, 21st and 22nd when snow fell down to 5,750 feet.

February.—Heavy snow fell on the 1st, 2nd and 3rd down to 5,750 feet. There was slight snow on the 15th above 7,500 feet.

March.—Snow fell on eleven days during the month. The largest amounts were received on the 15th, when it occurred down to 8,500 feet. The falls on the other days were generally light.

The snowstorms in December, January and February were general over the whole of the mountains on both sides of the Sutlej. The weather was frosty, with cloudless skies, in the intervals between the snowstorms. High north-easterly winds off the Kailas snow-covered slopes prevailed in the month of March. The depth of snow in the middle of April on the Rupin Pass was 22 feet and on the Buldar Pass over 20 feet. The snowfall has been heavier than usual on the higher elevations and has done much damage to the shepherds' huts, etc. The natives of the district say that the snowfall commenced much earlier than usual and that it was abnormally heavy and continuous in March.

(B) NORTH-WESTERN PROVINCES HIMALAYAS.

Kumaon.—The following gives a statement of the estimated snowfall in this district, measured in the same manner as in former years in accordance with arrangements made in the year 1890 :

Month.	Fall on Pindari and Pankua peaks.		Fall on Ralumdhura and Utadhura passes.		Fall in Malla Byans, Chandans, and Darma.	
	Ft.	In.	Ft.	In.	Ft.	In.
November 1894	1	7	7	0	1	0
December „	16	0	24	6	2	3
January 1895	4	0	26	0	8	0
February „	5	0	6	0	2	6
March „	2	4	6	9	2	6
April 1st to 15th	0	9	1	0	2	0
Total fall in winter of 1895	29	8	71	3	18	3
Total fall in winter of 1894	33	3	57	3	33	6

(C) SIKKIM HIMALAYAS.

Gnatong.—The following gives a summary of the snowfall of the past winter as registered at the Gnatong Observatory and a comparison with previous years :

Month.	Number of days on which snow fell in 1894-95.	TOTAL PRECIPITATION IN				
		1894-95.	1893-94.	1892-93.	1891-92.	1890-91.
October	15	9'17	8'13	0'80	3'24	11'85
November	3	1'06	1'85	0'37	1'05	...
December	3	0'81	0'27	0'86	...	0'22
January	3	0'58	0'44	2'67	0'64	2'40
February	8	3'32	5'48	2'63	12'24	0'92
March	14	7'80	2'22	5'17	3'61	5'66
April	20	11'49	8'48	10'87	7'26	6'94
May 1st to 15th	8	3'82	5'93	1'87	2'63	1'66
Total of whole period	74	38'05	32'80	25'24	30'67	29'65

(D) ASSAM HIMALAYAS.

1. *Darrang.*—No accurate details are obtainable ; but the Bhutia chiefs, who came down in April to the plains to trade and receive payments of their annual stipend, declare the snowfall to be greater this year. This is borne out by the fact that the number of the Bhutia traders has been comparatively small. When the snowfall is very heavy, it blocks up the passes and renders them impassible.

2. *Lakhimpur.*—The Assistant Political Officer, Sadiya, reports that the fall of the snow during the cold season was normal. The Dufflas report that the snowfall on the higher ranges has been much the same as usual.

3. *Kamrup.*—The usual Bhutia darbars were held at Darranga and Suban-khatta. According to the information received from the hill men at these darbars the fall in their hills was normal in amount and was much less than last year.

PERSIA.

The following gives the number of days on which snow fell during the past winter at the higher stations on the Indo-European Telegraph line, from which temperature and weather observations are now received by the Meteorological Department :

Month.	NUMBER OF DAYS ON WHICH SNOW FELL AT							
	Dehbeed.	Soh.	Koom.	Dasht Arjin.	Sivand.	Shiraz.	Koomisbeh.	Kashan.
November 1894	2	...	...	...	...	...	...	...
December "	4	1	2	2	...	...	...	...
January 1895	7	2	2	5	3	7	4	1
February "	1	1	...	...	...	...	...	...
March "	Nil	Nil	...	...	...	...	...	...
Total	14	4	4	7	3	7	5	1

Summary of the Snowfall data.

The winter commenced earlier than usual in the Western Himalayas. The first heavy fall in the middle or lower ranges occurred in the last week of November. The weather was very unsettled throughout December and January, and frequent storms gave more or less heavy snow during these two months. A large and sudden change occurred in the first week of February, when fine weather set in and continued throughout the month, and until the first or second week of March. This period was chiefly remarkable for the high temperature which prevailed in Baluchistan and Upper India, more especially Sind and the West Punjab. Weather was unsettled in the last three weeks of March, and light to moderate snow fell during that period in the Western Himalayas. It was somewhat unsettled during the first three weeks of April, and numerous hot-weather storms occurred in all parts of India. They were most frequent and severe in Southern India, the Deccan and North-Eastern India, and only slightly affected the Punjab and Kashmir Himalayas. Snow fell on the higher ranges, but the total amount during the month was small, and probably less than the normal fall. Fine, dry and unusually hot sunny weather prevailed in the Upper India hill districts during the latter part of April and in May, and the snow melted with unusual rapidity.

The first noteworthy feature of the cold-weather season of 1894-95 was the very early commencement of the winter snowfall, and the second its excessive amount in December and January. A third noteworthy feature was that the snowfall was restricted to higher elevations than usual, and did not fall below 4,000 or 5,000 feet in the outer ranges. In this respect the precipitation resembled that of 1893-94. The snowfall of the past season was heaviest in the Kashmir and Punjab Himalayas, and was undoubtedly much heavier than usual in December and January. It was very heavy in the interior ranges, but the heavy snowfall did not extend into the Upper Indus valley and the Karakoram range, as it did in 1894. This is further confirmed by the fact that no snow fell at Kashgar during the season, and that the fall at Leh was very small. It is noteworthy, however, that the season was one of the coldest that has ever been experienced at Leh and Kailang, resembling in this respect the winter of 1892-93.

The snowfall in the Baluchistan and Afghan mountains and plateaux was undoubtedly much less than usual. It was received chiefly in December and January on the higher elevations, and little or no snow fell on the plateaux below 5,000 feet. It melted very rapidly during the month of February, and practically disappeared before the end of that month. The winter snowfall in that area exercised little or no influence on the meteorology of India from March. The meteorological data received from a number of stations on the Indo-European Telegraph line in Persia indicate that the precipitation in the plateau of Iran was small in amount in December and January, probably less than the normal. There was almost certainly no snow accumulation, except on the highest ranges, in Baluchistan, Afghanistan, and Persia at the end of March, and there was no large extension of snow-clad plateau surface throughout the whole winter.

It is hence almost certain that there has been less snow than usual during the past winter in Persia, Baluchistan, Afghanistan, and probably Turkistan, Thibet and Central Asia, and that the winter ceased unusually early and was very mild.

There were frequent heavy falls of snow in the Punjab and Kashmir Himalayas on the middle and higher ranges during the months of December and January; and there was hence a moderate to large excess of snow in the beginning of February. Occasional heavy falls were also received in March and the first week of April but the weather was, on the whole, much drier and finer than usual in April and May, and the snow has hence (except perhaps on the higher ranges) melted more rapidly than usual. The result is that at the end of May the excessive accumulation of December and January has probably disappeared. The snow line was almost certainly somewhat higher than usual at the end of May in the Punjab Himalayas.

The winter was characterised by similar features in Kumaon. Snow commenced to fall very early and was heavy in December and January; but from March to May the fall has been comparatively light. The snowfall of the season was hence probably, on the whole, less than in the last winter, and, as it fell chiefly in the beginning of the season, the accumulation is now at the end of May much smaller than in May 1894.

The fall in the Sikkim and the Assam Himalayas is, so far as can be judged from the limited information, less than that of the preceding winter, and probably normal or in slight defect.

Abnormal features of the meteorology of the previous eighteen months.

The year 1894 in many of its meteorological features resembled the year 1893. The winter of 1893-94 was more stormy than usual in the Western Himalayas and the snowfall was heavier than usual, but did not descend to such low levels as it did in the winter of 1892-93. The winter ceased earlier than usual in March, when there was undoubtedly a large accumulation on the higher ranges and in Ladakh and on the Karakoram mountains; but the extension of the snow-clad surface was moderate in amount, due to the character of the precipitation in the hills stated above. Weather was slightly cooler in Upper India in March, and temperature was normal or in slight excess in Northern and Central India in April.

The snow accumulation was probably somewhat less than usual, except on the interior ranges, at the end of April, and ceased to affect the weather in India in the month of April. Weather was much hotter and drier than usual in May over the greater part of Northern and Central India. The hot-weather conditions were on the whole most strongly developed in the eastern half of the Gangetic Plain, West Bengal and Chota Nagpur. The monsoon set in slightly later than usual on the Ceylon and Malabar coasts in the first week of June, but advanced rapidly up the west coast and into the interior, and Central India, Rajputana and the Punjab received a heavy burst of rain in the third week of the month. The monsoon set in earlier in Bengal than usual and was characterised during the first six weeks of its prevalence by the formation of a series of storms of unusual intensity. The total rainfall of the south-west monsoon period from June to September did not differ largely from the normal, except in some of the driest parts of North-Western India, which received abnormally heavy rain from the cyclonic storms of June and July. The rains terminated earlier than usual in Upper India, but were continued much later than usual in the Gangetic Plain, due to slightly marked, but very persistent, abnormal pressure conditions. The central and eastern districts of the North-Western Provinces, Bihar, Baghelkhand and Bundelkhand, and the northern districts of the Central Provinces, received a succession of heavy downpours in October and the first week of November during feeble cyclonic storms, which gave in some districts a total rainfall for that short period almost as large as during the preceding four months of the rains proper. High pressure conditions giving fine weather set in over the Gangetic plain in the second week of November. Madras obtained moderate to heavy rain during the earlier stages of the cyclonic storms which gave such heavy bursts in the Gangetic plain, and also continued to receive moderate rain during the month of November. North-east winds and very dry, cool weather set in over Burma in the third week of November, and extended across the Bay into the Madras coast districts in the second week of December, and finer weather than usual prevailed in Southern India during the last half of the month. The rainfall of the south-west monsoon season was favourable over the greater part of India. There was a large excess in Sind, Cutch, Kathiawar and Gujarat, chiefly due to the cyclonic storms of July, and in the North-Western Provinces, largely due to the very abnormal and excessive rainfall in that area in October and November.

Frequent rain fell at the Persian stations in October and November, and the cold-weather rainfall in that area began at least six weeks earlier than usual. These abnormal conditions extended to Baluchistan and Upper India in the latter part of November, and weather was unusually disturbed in December. Numerous feeble disturbances occurred, which gave very early and more or less heavy snow in the Punjab and Kashmir Himalayas. The winter hence set in much earlier than usual, due apparently to conditions first shown in the Persian area.

The following gives a very brief summary of the chief features of the meteorology of India during the past five months:

January.—Pressure was '009 inch in defect for the whole of India. Pressure was locally in slight excess in North-Western India, and in slight defect in Burma, Assam, and the Peninsula. Pressure was in moderately large defect at the hill stations, relatively to the plains. A series of ill-defined disturbances gave frequent rain in North-Western India. The precipitation was less than usual in Baluchistan, and the areas chiefly affected by these storms were the hill and submontane districts from Kashmir to Almora. The rainfall was largely in excess in these districts, and the snowfall very heavy in the higher ranges of the Kashmir and Punjab Himalayas. No rain fell in Burma or the Peninsula during the month, and the rainfall of the month was hence below the small normal of the period over the whole of the Peninsula, North-Eastern India and Burma. The day temperature was in moderate to large defect in North-Western India and in slight excess in Burma and the Peninsula. The night temperature was in moderate defect in Baluchistan, and in slight defect in the Indus Valley districts, and was in slight to moderate excess over the remainder of India. The only important features of the mean temperature conditions were a moderate deficiency in Sind, the Punjab, and Rajputana, and moderate excess in the Central Provinces. The character of the precipitation and the variations of the temperature conditions from the normal were similar to those of January 1894.

February.—The mean pressure of the Indian land area was '009 inch above the normal. Pressure was in very slight local excess in North-Eastern India, and in slight local defect in the Indus Valley and Burma. Pressure was very largely in excess at the hill stations in Northern India, relatively to the neighbouring plain stations—a condition which accompanied the prevalence of unusually fine and dry weather throughout the month. The rainfall was small in amount and generally below the normal. The deficiency was large in Sylhet and South-East Bengal, which usually receive moderate rain from thunderstorms in February. The day temperature was in slight excess in Orissa and North and East Bengal, and in moderate to large excess in North-Western India. It was in moderate defect in Khandesh, the Bombay Deccan, Berar, and the western districts of the Central Provinces, where weather was more cloudy and showery than usual. The night temperature was generally above the normal, the excess being greatest in the Central Provinces, Berar, the East Punjab, and Central India (East). The variations of the mean temperature were generally small in amount, except in Upper Sind, Baluchistan, the Punjab and North Rajputana, where it was from 2° to 5° warmer on the mean of the month than usual. The air was somewhat more humid than usual in North-Western India, Central Provinces, and drier over the remainder of India. Skies were unusually free from cloud over the whole of India. The most noteworthy feature of the month was the excessive temperature in Upper India and Baluchistan.

March.—The mean pressure for the whole of India was '018 inch below the normal. Pressure was in slight local excess in Central India, Chota Nagpur, the north and east of the Peninsula, and in defect elsewhere; but the local variations were small. Pressure was in slight excess at the hill stations in Northern India relative to the plain stations. The month was on the whole finer and drier than usual, but was disturbed in the North and Central Punjab and hill districts, which received frequent showers. The rainfall of the month was hence in moderate excess in the North-West and West Punjab, and in slight excess in Central India and the Central Provinces, but was more or less in defect in the remainder of India. The deficiency was large in Sylhet and East Bengal, which usually receive frequent rain in March. The mean rainfall of Assam Surma (*i.e.*, Sylhet and Cachar) was only 4'03 inches, or 5'17 inches below the normal. The mean temperature conditions of the month varied slightly from the normal. The chief feature was a moderate deficiency of temperature in the western half of the Central Provinces, chiefly due to decreased day temperature.

April.—The mean pressure of the Indian area was '013 inch above the normal. Pressure was locally in moderate excess in North-Eastern India, more especially in North Bengal, where the pressure anomalies averaged '04 inch. It was locally in

defect in Burma, the greater part of the Peninsula, and Western and Central India. The deficiency was greatest in Upper Sind, Cutch, Kathiawar and Gujarat. Weather was much more frequently disturbed than usual during the month, and numerous series of thunderstorms or duststorms occurred. They gave unusually frequent and heavy rain in the Deccan and Southern India. Malabar received an average of 5.1 inches (2.8 inches above the normal), Mysore 3.3 inches (1.9 inches in excess), Coorg 5.3 inches (2.8 inches in excess), and Madras South and South Central, 3.8 inches (2.0 inches in excess). The rainfall of the month was also in excess over the whole of Northern and Central India, with the exception of Assam and Deltaic Bengal. A cyclonic storm which formed near the Andamans and advanced across the Arakan coast into Burma during the last week of the month gave a heavy downpour. It is very noteworthy that 1894 is the third year in succession in which a cyclonic storm has formed in the Bay near the Andamans and passed into Burma during the last week of April.

Temperature was in moderate to considerable excess in Baluchistan, Upper Sind and the South-West Punjab. It was more or less in defect over the remainder of India, the deficiency being slightly more marked in the day than in the night temperature. It ranged between 2° and 4° in the North-Western Provinces, Bihar, West Bengal, Chota Nagpur, Orissa, the eastern districts of Central India, the eastern and central districts of the Central Provinces and the East Deccan, and was on the whole greatest in Chota Nagpur and West Bengal. This feature of lower temperature than usual prevailed from the beginning of the month to the end of the third week. Temperature increased rapidly in the last week, and dry, hot westerly winds prevailed in Northern and Central India.

May—The mean pressure of the Indian area was slightly below the normal (.007"). Pressure was relatively to the general conditions more or less considerably in defect in Northern and Central India and in excess in the Peninsula. This contrast of conditions, it may be noted, almost invariably obtains in years of strongly marked hot-weather conditions (following milder winters than usual in the Western Himalayas). The local deficiency was most marked in the Punjab and central districts of the North-Western Provinces, and the local excess was greatest in the west coast districts from Bombay to Karwar. The following gives data for stations in these two areas of greatest excess and deficiency of pressure:

AREA OF GREATEST DEFICIENCY OF PRESSURE.			AREA OF GREATEST EXCESS OF PRESSURE.		
Station.	Variation of mean 8 A.M. pressure of month from normal.	Anomaly.	Station.	Variation of mean 8 A.M. pressure of month from normal.	Anomaly.
Mooltan . . .	—'056	—'049	Bombay . . .	+ '036	+ '043
Dera Ismail Khan . .	—'051	—'044	Ratnagiri . . .	+ '045	+ '052
Rawal Pindi . . .	—'043	—'036	Goa	+ '041	+ '048
Lahore	—'045	—'038	Karwar	+ '042	+ '049
Ludhiana	—'046	—'039	Mangalore . . .	+ '031	+ '038
Sirsa	—'041	—'034			
Allahabad	—'046	—'039			
Lucknow	—'036	—'029			
Agra	—'040	—'033			

A reference to last year's forecast will show that the general character of the pressure variations in May 1894 and May 1895 was very similar, the chief difference being that they were slightly more marked in 1894.

The combination of increased pressure in Western India and diminished pressure in Northern India displaced the trough of low pressure from the south of the Gangetic plain to the centre. On the mean of the month it was defined by the stations of Hazaribagh, Gaya, Allahabad, Lucknow, Cawnpore, Meerut and Montgomery. An important feature was the local deficiency of pressure at Allahabad. The trough of low pressure was during two periods of the month transferred to the submontane districts, and very strong, hot, dry westerly winds prevailed (as in May 1894) in the Gangetic plain during the greater part of the month.

Temperature was excessive over the whole of India, but was in slight to moderate defect in Burma, which received almost daily showers during the month. It was most largely in excess in Upper India, and the month was one of the hottest on record in the Punjab. The following gives data illustrating the temperature conditions of the month:

Division.	VARIATION FROM NORMAL OF MONTH OF		
	Maximum temperature.	Minimum temperature.	Mean temperature.
Burma	-2.4	+0.6	-0.9
Assam	+1.3	+1.6	+1.5
Bengal	+0.7	+1.7	+1.2
Bihar	+0.1	+2.7	+1.4
Chota Nagpur	+0.7	+3.0	+1.9
North-Western Provinces and Oudh	+2.1	+3.4	+2.8
Punjab	+6.5	+5.4	+6.0
Sind	+2.4	+0.9	+1.7
Rajputana	+4.4	+4.1	+4.3
Central India and Gujarat	+1.6	+1.5	+1.6
Central Provinces and Berar	+1.8	+1.9	+1.9
Bombay	+0.6	+1.1	+0.9
Madras	+1.6	+0.8	+1.2

It may be noted that the highest maximum temperatures recorded, in North-Western India were no higher than have been recorded in several years previously, and more especially in the hot weathers of 1887, and 1892. But, so far as can be judged, the excessive temperature was unusually persistent, due to the comparative absence of hot weather duststorms and thunderstorms in the interior. The following gives a comparison of the mean temperature of the Punjab in May 1895, with the corresponding months of previous years:

	VARIATION OF MEAN TEMPERATURE FROM THE NORMAL IN THE MONTH OF MAY																
	1895.	1894.	1893.	1892.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1882.	1881.	1880.	1879.
Punjab	+6.0	+3.9	+1.4	+5.8	-1.4	+2.0	+0.1	+2.7	+5.4	+0.7	-8.1	+1.7	+0.7	+0.8	+1.7	+3.5	+3.0

The previous statement shows that the mean temperature of the month of May 1895 in the Punjab was higher than in the corresponding month of the previous sixteen years. The only years during that period in which the May temperature was almost as largely in excess were 1892 and 1887.

The following gives a summary of the rainfall of the cold weather and hot weather periods of the present year:

Division.	COLD WEATHER RAINFALL.		HOT WEATHER RAINFALL.	
	Variation from normal.	Percentage variation from normal.	Variation from normal.	Percentage variation from normal.
	Inches.		Inches.	
Burma	—0·21	—51	+2·56	+24
Assam	—1·02	—46	—1·63	—5
Bengal	—1·10	—77	—1·10	—9
Bihar	—0·34	—27	—1·29	—33
Chota Nagpur	—0·85	—56	+0·20	+4
North-Western Provinces and Oudh	+1·27	+79	—0·38	—24
Punjab	+0·13	+6	+0·39	+16
Sind	—0·30	—36	—0·37	—77
Rajputana	+0·03	+4	—0·29	—25
Central India and Gujarat	+0·35	+61	+0·21	+34
Central Provinces and Berar	+0·22	+29	—0·13	—7
Bombay	—0·23	—74	—2·82	—48
Madras	—0·45	—80	+0·06	+2

The following summarizes the chief features of the meteorology of the past five months, which require to be taken into account in estimating the distribution of the rainfall of the approaching monsoon:

1st.—The abnormal distribution of the snowfall of the past winter.

2nd.—The slightly marked abnormal pressure and temperature features of January and February, which were in accordance with the distribution of the snowfall in the Western Himalayas.

3rd.—The prevalence of somewhat more disturbed weather than usual in March and April, as is generally the case after heavier snowfall in January and February in the Western Himalayas. This disturbed weather was followed by very strongly marked hot-weather conditions in May over the whole of India.

The pressure conditions of the hill stations relative to the plains in May were in accordance with the strongly marked hot weather conditions in the plains. There has, however, been an undue prevalence of northerly winds at Murrē and Simla, probably due mainly to the temperature and pressure conditions of the adjacent plains of Northern India, but in part perhaps to the local excess of snowfall in Kashmir.

Comparison with previous years.

During the past twenty-six years the snowfall in the Himalayas was heavy and more or less considerably above the normal in the years 1868, 1877, 1878, 1883, 1885, 1889, 1891, 1893 and 1894. In all these years, except 1889, 1893 and

1894, general heavy snow fell either in April and May in the Punjab and Himalayas, and these months were unusually cool in Northern or North-Western India. The pre-monsoon conditions of pressure and temperature were hence in the majority of these years very different from those prevailing during the present year up to the end of May. As already pointed out, the present year exhibits the combination of early and heavy snowfall during the normal winter period (December to March) in the Punjab and Kashmir Himalayas, and of strongly marked hot-weather conditions in Northern India, and more especially in Upper India, in May.

The following gives a brief statement of the chief features of the years 1887, 1890 and 1894, which more or less resemble 1895 in the general character of the winter snowfall and also of the hot-weather pressure and temperature conditions in India:

1887.—The cold weather was unusually free from cold-weather storms. Although little rain fell in the plains of Northern India, moderately heavy snow is stated to have fallen in January and March in the Western Himalayas. March and April were warmer than usual in North-Western India and the Central Provinces, and May was an excessively hot month in Upper and Central India. Pressure was in slight to moderate defect on the average of the whole of India during the period January to May. It was relatively to the general conditions in considerable defect in Northern India in May, the deficiency being large in Upper India (-0.5 inch) and moderate in North-Eastern India. It was in considerable excess in the west of the Peninsula, the excess averaging 0.6 inch in the Konkan and Malabar Coast districts. The mean temperature of the month of May was 6° above the normal in the Punjab and 3° in the North-Western Provinces. The Bengal current set in earlier than usual at the end of May, and the Bombay current about the normal time in the first week of June. Both currents gave fairly steady rain during the months of June, July and August. They retreated from Upper and Central India at the end of the third week of September. The monsoon rainfall was in slight defect in Arakan, Bengal, Assam and Orissa, normal in Burma and the Deccan, and in excess over nearly the whole of North-Western and Central India and the Central Provinces.

1890.—The cold weather was unusually dry and free from storms. The snowfall was less than usual in Baluchistan and Afghanistan, and occurred in January and February. It was very deficient in these months in the Western Himalayas. Moderate snow fell on the higher ranges in March, and heavy snow for a short period during the last week of April. It, however, melted rapidly, and its effect on the meteorology of Northern India was very brief. Pressure was in general defect from January to May in India. Pressure in May, relatively to the general condition, was in slight defect in Northern India, and in moderate excess in the western half of the Peninsula. Temperature was 2° in excess in Rajputana and the Deccan, and the variations of the temperature as of the pressure conditions were nowhere large. The south-west monsoon rains set in slightly earlier than usual on the Bombay coast and at their normal date on the Bengal coast. They advanced more rapidly than usual into the interior, and were fully established over the whole of India in the fourth week of June. The rainfall was unusually abundant in June and July, and on the whole normal, but unequally distributed, in August and September. The rainfall of the whole south-west monsoon period was hence normal or in excess over by far the greater part of India. The excess was greatest relatively to the normal in Bihar (34 per cent.), the Punjab, Orissa, Bengal and the Konkan (slightly exceeding 10 per cent.). The rainfall of the period was practically normal in the Central Provinces and the Deccan. It was in moderate defect in Upper Burma, Gujarat, Sind and Southern India.

1894.—The features of this year have been already in part stated, and the following hence gives a very brief summary. Moderate to heavy snow fell in the Western Himalayas in January and February. The snowfall in Baluchistan and Afghanistan was less than the normal. The snowfall did not come down to so low an elevation as in the preceding winter. Little or no rain fell in April and May. Temperature, which was below the normal to a slight extent in Northern India during the cold weather, increased rapidly in April and May, and was largely

in excess in the latter month, the area of greatest excess including Bihar, Chota Nagpur and the eastern districts of the Central Provinces. Pressure was in May locally in considerable defect in Northern India, and in considerable excess in the western half of the Peninsula. The south-west monsoon rains set in somewhat later on the Malabar coast than usual during the first four days of June. The monsoon currents advanced with unusual rapidity into the interior of Northern India, and monsoon conditions were established over the whole of India before the end of the third week of the month. The rainfall was in general excess. It was very unequally distributed in June and July, due to the occurrence of a series of cyclonic storms of unusual intensity. Those districts which received deficient rain in June and July, as a rule obtained abundant and well-distributed rain in August and September, and the rainfall for the complete period, June to September, was on the whole favourable and well-distributed. The rains were, however, prolonged to the first week of November in the North-Western Provinces, and that area received a succession of downpours such as have not been experienced in these months during the past fifty years.

The meteorology of the cold and hot weathers of the years 1884, 1888, 1889, 1891 and 1893 has some resemblance to that of the corresponding seasons of the present year; but the resemblance was very slightly marked; and hence of no value for the present comparison.

Probable character of the south-west monsoon of 1895.

The present year is the fifth of a series of years characterized by very marked and exceptional meteorological features. The year 1893 was the coolest year on record in India, and the rainfall of the year was much greater than had been received in any year during the past thirty years. The rainfall of the year 1891 was 0.30 inch in defect for the whole of India. The rainfall during the past three years has been very largely in excess, as is shown by the following data :

Year.	Average rainfall of whole of India and Burma.	Excess in inches.
1892	46.18	+5.09
1893	50.16	+9.07
1894	47.56	+6.47

These figures show that India is going through a cycle of heavy rainfall, such as it has not experienced for thirty years at least and probably for much longer.

The following give complete data of the rainfall and its anomalies (or variations from the normal fall) for the whole of India for the years 1864—1894. The twenty-four divisions into which India is arranged for the data of this table are the rainfall divisions adopted by Mr. Blanford in his monograph on the "Rainfall of India."

Rainfall anomalies.

Year.	NUMBER OF PROVINCES.			NET ANOMALY OR VARIATION FROM THE NORMAL, INDIAN AREA ONLY.	
	Fall excessive.	Fall normal.	Fall deficient.	Excess.	Deficiency.
1864	4	...	16	...	—5.52
1865	8	1	11	...	—0.77
1866	6	...	14	...	—2.09
1867	8	2	10	+2.77	...
1868	5	...	16	...	—6.63

Rainfall anomalies—contd.

Year.	NUMBER OF PROVINCES.			NET ANOMALY OR VARIATION FROM THE NORMAL, INDIAN AREA ONLY.	
	Fall excessive.	Fall normal.	Fall deficient.	Excess.	Deficiency.
1869	8	...	13	+0.40	...
1870	14	...	10	+1.49	...
1871	12	1	11	+0.93	...
1872	14	3	7	+2.31	...
1873	3	1	20	...	-4.46
1874	15	3	6	+4.64	...
1875	16	...	8	+2.38	...
1876	6	...	18	...	-4.49
1877	10	...	14	..	-4.28
1878	17	1	6	+6.34	...
1879	16	2	6	+1.69	...
1880	13	1	10	...	-1.56
1881	15	...	9	+0.10	...
1882	17	1	6	+2.64	...
1883	11	1	12	...	-0.12
1884	12	...	10	+1.49	...
1885	15	...	7	+1.17	...
1886	14	...	8	+2.77	...
1887	11	...	11	+2.04	...
1888	10	...	12	...	-1.13
1889	15	...	8	+1.92	...
1890	14	1	8	+0.46	...
1891	6	...	17	...	-0.30
1892	15	...	8	+4.55	...
1893	22	...	1	+8.94	...
1894	17	...	6	+6.48	...

The abnormal features of the pressure, temperature, and other conditions of the present year are strongly marked, and the probable effect of these in determining and modifying the rainfall of the approaching monsoon period is stated below. It should, however, be remarked that in drawing up the forecast, if too large or too small a weight or value be given to any one of these abnormal conditions, the divergence of the forecast from the actual will be greater in a year like the present year than in ordinary years.

The peculiar features of the meteorology of the cold-weather months of 1895 in India were :

- (1) Heavier precipitations than usual in the plains of Northern India and in the Western Himalayas during the months of December and January. The precipitation occurred as rain to much higher levels in the hill districts, and in this respect resembled the previous winter of 1893-94.
- (2) The snowfall was very deficient in Baluchistan and Afghanistan and probably also in Persia and Central Asia, and the winter considerably milder than usual.
- (3) The winter commenced unusually early on the higher ranges of the Kashmir and perhaps the Punjab Himalayas in November, and continued until the middle or end of April. The snowfall of the period was much heavier than usual, and hence there was a considerable accumulation in March and April. It has probably melted much more quickly than usual in May, and the snow line at the end of that month was as high as usual.
- (4) The snowfall in the Eastern Himalayas in January and February was almost certainly less than usual. It was probably normal in amount in March and April.

The snow accumulation at the beginning of the winter 1894-95 was probably normal or somewhat less than usual in November. The snowfall in the higher ranges of the Kashmir Himalayas was undoubtedly larger than usual from November to the middle of April; but has probably chiefly added to the depth of snow in the ordinary area of perpetual snow and the intermediate valleys, and has not given a large extension of snow-clad surface. The conditions in India in the months of February and March show fully that the influence of the snow accumulation was very slight at that time. Snow has fallen to some extent in both the Sikkim and Western Himalayas during the past two months. The few reports that have been received do not indicate to what extent this has modified the pre-existing conditions; but so far as can be judged from the statements, the snowfall during the past two months has not appreciably altered the character of the snowfall accumulation in that area.

This inference from the reports is confirmed by the character of the weather in India during the past month. The conditions of pressure and temperature in that month were such as usually occur when the winter in Baluchistan, Afghanistan and the Western Himalayas has generally been milder than usual. The following summarizes the chief features of the month of May :—

- (1) Normal pressure on the average over the whole of India.
- (2) Very deficient pressure and increased temperature in Northern India, more especially in the Punjab and North Rajputana. The local deficiency of pressure was greatest in the area in which temperature was most largely in excess and which was nearest to the area of heaviest snowfall during the winter.
- (3) Increased pressure locally in the western half of the Peninsula and more especially in Gujarat, Cutch and South-West Rajputana.

It may be noted that the temperature and pressure conditions in India in May 1895 strongly resemble in all their larger features those of May 1894. These local conditions will undoubtedly modify the rainfall distribution of the south-west monsoon considerably. They will probably determine the Bay current more largely than usual towards Burma, the North-Western Provinces, and the Punjab and the Bombay current more to the Central Provinces and Upper India.

The mean position of the trough of low pressure will probably be slightly further north than usual on the average of the whole period, but to a less extent than in May 1894.

The antecedent hot-weather conditions in India during the past three months are favourable, and indicate that it is probable the monsoon currents will be at least of normal strength.

The information received up to date from ships and other sources of information of the pressure and weather conditions of the neighbouring seas, and more especially in the northern half of the Indian Ocean, suggests that the south-east trades are not strong this year, and hence that the conditions in the sea areas are less favourable for a strong monsoon than they were last year.

It should, however, be carefully remembered that the past three years have been a period of excessive rainfall in India, due to general conditions extending over the Indian Ocean as well as Southern Asia, and probably over a still larger area. There are slight indications that these general conditions are now changing, and in the absence of information for the greater part of the whole Indian monsoon land and sea area it is not possible to judge how far this change may be affecting the strength of the south-east trades in the Indian Ocean, and hence also the commencement and strength of the south-west monsoon currents during the present year. It is therefore necessary to accept the inferences given below with greater reserve than usual, and if it should result that the monsoon currents are (notwithstanding the presence of favourable conditions in India) as much below their normal strength as they were above it in 1893 (when the antecedent conditions in India were on the whole unfavourable), the inferences will require to be suitably modified.

Judging only from the conditions in India itself and the known conditions in the Indian seas, it is probable that the monsoon currents will be of normal strength, and that the Bay current is more likely to be above its normal strength than the Bombay current. Assuming that the currents will be of normal strength, the comparison with the previous years (more especially 1887, 1889, 1890, 1892 and 1894) indicates that it is most probable they will set in about the normal time on both the Bengal and Bombay coasts. The Bombay current is more likely to be retarded than the Bengal current, and there is a slight probability it may be not so strong as usual in June.

The following is a statement of the inferences respecting the character and distribution of the south-west monsoon rains of 1895 from the comparison of the antecedent conditions of the present year with those of previous years, and based chiefly on the facts and data stated above:

- (1) Snowfall conditions in the Western Himalayas and the Afghan Mountains and the pressure conditions in India are favourable to the establishment of at least normal monsoon currents in India. The conditions in the Indian seas are very imperfectly known, but appear to indicate that the currents will most probably not be above their normal strength and may be below it. It is, however, probable that they will be of about normal strength, and the forecast is drawn up on that supposition. The Arabian Sea current will probably be established about its normal time on the Bombay coast in the second week of June; but there is a slight probability it may be weak during the month of June. The current will probably advance into the interior more rapidly than usual.
- (2) Conditions are, on the whole, favourable to the prevalence of monsoon currents of at least normal strength in the Bay of Bengal. The rains will probably be established about the normal period in Bengal (the second or third week of June).
- (3) Pressure conditions are favourable in Burma and Bengal. The rainfall in Upper Burma will probably be normal or in moderate excess and in Lower Burma normal. The conditions are slightly less favourable in Bengal, where it is probable that the rainfall will not be above the normal on the average of the whole area and may be in slight defect. It is very probable that it will be normal or in slight to moderate excess in Bihar, Chota Nagpur and Orissa, and probable that it will be normal or in slight defect in Assam and Bengal.
- (4) Conditions in the North-Western Provinces are favourable. The rainfall on the average of the whole province will very probably

be at least normal. The rainfall will probably be in excess in the eastern and submontane districts, and normal or in slight defect in the south-western and western districts.

(5) Conditions are on the whole favourable in the eastern and southern districts of the Punjab. The rainfall will probably be less than usual in the south-western and perhaps the central districts, but be at least normal in amount in the submontane and southern districts, and may be in moderate excess.

(6) Conditions are somewhat unfavourable in Sind, Cutch, Kathiawar, and West Rajputana. The rainfall will probably be more or less in defect. The rainfall of the period in these areas, it should however be noted, depends very largely upon the tracks of the cyclonic storms of the rains, which it is not possible at present to forecast. In Eastern Rajputana the rainfall will either be normal or in slight excess, depending upon the actual strength of the Bombay current.

(7) Conditions are nearly as favourable in Central India as in the North-Western Provinces and Bihar, and it is hence very probable that area will receive at least normal rainfall and probable that it will be in moderate excess.

(8) Conditions are on the whole favourable in Berar, the Central Provinces, the Bombay Deccan, and Hyderabad. It is hence probable that they will receive normal rainfall. The conditions are most favourable in the eastern and northern districts of the Central Provinces, and there is hence a moderate probability they may receive rainfall in moderate to considerable excess of the normal.

(9) A comparison of the conditions in Southern India and the Carnatic with those of similar years indicates that the rainfall will probably be normal or in slight defect, more especially in the southern districts. It is, however, very difficult to forecast for this part of India, as rain in Southern India during the monsoon proper occurs chiefly during the intervals of breaks in the rains of Northern India, and is hence essentially of irregular occurrence.

It should be carefully noted that the preceding probabilities are obtained on the assumption that the currents will be approximately normal in strength.

The general conclusion is that the rainfall may be deficient to a slight or moderate extent in Sind, Cutch, the South-West and Central Punjab and West Rajputana; that it will very probably be at least normal in amount in the northern half of the Peninsula, Central India, East Rajputana, the East Punjab, the greater part of the North-Western Provinces, Bihar, Chota Nagpur, and perhaps Burma, and may be in moderate excess in the Gangetic Plain and Central India.

It is too early to estimate the probability of a longish break in the rains in July or August; but there are no indications at present of such an event.

It should be noted that, in the preceding statement, when it is stated that an event is probable, the chances in its favour are at least 5 to 2, and when very probable, at least 5 to 1.

JOHN ELIOT,

*Meteorological Reporter to the
Government of India.*

SIMLA, 3rd June, 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on
Saturday, June 1st, 1895.**

At the commencement of the week under review very strongly accentuated hot weather conditions prevailed throughout the whole Indian region. Pressure was highest in Ceylon and the south-west of the Peninsula, and from that region readings steadily decreased, and were lowest along the foot of the Himalayas. On the 26th the barometric difference between these two regions was 0·443 inch, on the 27th 0·529 inch, on the 28th 0·566 inch, and on the 29th 0·512 inch, so that as the normal difference at this period of the year is 0·235 inch, the barometric gradient between Northern and Southern India was more than twice its ordinary steepness. The 29th of May was the last day of these very accentuated hot weather conditions, for after that day the barometer rose rapidly to slightly over Northern India, and was steady in the south, so that gradients immediately decreased, and, though the general distribution was not altered, the intensity of the conditions was considerably modified. During the prevalence of the hot weather conditions in their most marked form, strong westerly (south-west—north-west) gales blew all over the country, the heat was excessive, and humidity very low with duststorms, and dusthaze reported from many places. Towards the close of the week, when pressure had risen fast over Northern India, and had begun to fall in the south, the winds became irregular along the Malabar Coast, and showery weather appeared there, but this was practically the only indication of the monsoon on the west side of India afforded by the observations. In Eastern India conditions have been similar to those reported last week. Very strong southerly winds have blown from the Bay into Burma and Bengal, and these winds have been accompanied with moderate to heavy showers of rain, which, however, have not been sufficient to keep the weather even as cool as is usual at this time of year. The warmest part of India both absolutely and relatively was the north-west, where the average temperature excess varied between $4\frac{1}{2}^{\circ}$ and $9\frac{1}{2}^{\circ}$ during the first four days of the week, though it was much less at the close.

Daily Summary—Sunday.—Pressure had decreased over the Gangetic plain and North-Eastern India, and increased elsewhere. It was highest in Ceylon, and lowest over the Gangetic plain, and gradients were steeper than usual. The wind was southerly in Burma and Lower Bengal, easterly in North Bengal and along the foot of the Hills, and northerly in the North Punjab, elsewhere the directions were generally between north-west and south-west. The force was strong, more particularly at the head of the Bay; the mean temperature was in defect of the normal in Bengal and Upper Burma, and in excess elsewhere—most so over the south Gangetic plain.

Monday.—Pressure had decreased briskly to rapidly over Northern India, and been nearly steady in the south. Hence the pressure difference had still further increased. The readings were highest in the extreme south, and lowest

in the extreme north. The winds were unchanged. A strong westerly gale prevailed over a large part of the country, and a southerly gale at the head of the Bay. The mean temperature was in defect in North Bengal and Upper Burma, and in excess elsewhere, the heat in relation to the average being greatest in West and Lower Bengal.

Tuesday.—Pressure had decreased slightly in the Punjab and Kashmir, and been steady elsewhere. Hence the changes were very slight, but such as they were they tended to increase gradients which had hence become very steep. Pressure was considerably in excess in the west and south of the Peninsula, and largely in defect in Northern India. The winds were the same as on the preceding day. Temperature was in slight defect in Assam and Upper Burma, normal in Sind, Kathiawar, and the West of the Peninsula, and in excess elsewhere. The excess was again greatest in West Bengal.

Wednesday.—Pressure had decreased slightly in the Peninsula, and increased slightly to briskly in Northern India. In consequence the contrast between the deficient pressure in Northern India and the excessive pressure in the south was less marked. The winds were practically unchanged as regards direction, but the force had decreased fairly generally. Temperature was below the normal over Sind, Kathiawar, and Gujarat, and normal in Bombay, while it was largely below the normal in Assam, but in all other places the heat was excessive—more particularly in the Punjab, the Gangetic plain, and West Bengal. The contrast of temperature over North-Eastern India was very striking.

Thursday.—Pressure had increased briskly to rapidly over Northern India, and slightly in the Peninsula. These changes had still further reduced gradients. Pressure was normal over Northern India, and in considerable excess over the west of the Peninsula. The winds had fallen off generally, both the southerly winds at the head of the Bay, and the westerly winds elsewhere. Easterly winds were extending eastward up the north side of the Gangetic plain. Temperature had fallen partly on account of the easterly winds, partly on account of dust-storms. Though still excessive over West Bengal, the Gangetic plain, and the Punjab, the excess was much less than on the last few preceding days. In Bengal and Gujarat there was a considerable deficiency.

Friday.—Pressure had increased slightly to briskly in Northern and Central India, and decreased in Ceylon and Southern India. Pressure was in considerable excess over North Bombay, Berar, Central India, and Rajputana. The winds were even less strong than on the previous day, and the easterly winds up the Gangetic plain continued to extend. The mean temperature remained in defect over Bengal, part of Burma, and the whole of Kathiawar, Gujarat, and Berar, and in excess elsewhere. The excess was very large in South-West Bengal.

Saturday.—Pressure conditions on this day were approximately normal, the only abnormal features of importance being a slight deficiency in the Punjab and a slight excess in North Bombay. Winds were generally unchanged, but the easterly current over the Gangetic plain continued to extend. The mean temperature was largely in defect over East Bengal, and moderately in defect over North Bombay, &c., but was in excess elsewhere, the heat relatively to the normal being most excessive over Madras.

Temperature.—The strongly marked hot weather conditions, which prevailed last week throughout India, have continued during the week under review. A largish fall occurred between the last day of last week and the first day of the present week, but on the 27th the temperature rose again, and the crest of the wave was registered on the 28th, after which date a rather rapid fall set in.

The following table shows the variation of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	MAY 1895.						JUNE 1895.	Mean variation of week.
	26th	27th	28th	29th	30th	31st	1st	
	0	0	0	0	0	0	0	0
Burma	—0·4	+0·3	+0·3	0	+0·5	—1·1	+0·1	0
Bengal and Assam	—1·2	+2·6	+5·9	+4·6	+1·6	+0·8	—0·1	+2·0
North-Western Provinces and Oudh	+4·5	+5·2	+7·9	+9·7	+4·4	+1·8	+0·9	+4·9
Punjab	+5·2	+5·1	+7·1	+8·8	+4·3	+2·9	+2·7	+5·2
Bombay	+1·5	+1·0	+1·5	+0·7	+0·2	+0·4	+2·5	+1·1
Central Provinces and Berar	+4·3	+3·4	+2·9	+2·0	+0·3	+0·4	+1·3	+2·1
Central India and Gujarat	+2·7	+2·4	+1·1	+0·1	—1·9	—2·3	—0·9	+0·2
Sind and Rajputana	+4·7	+3·5	+2·4	+0·2	+0·1	—0·5	+0·1	+1·5
Madras	+0·5	+1·7	+2·9	+3·7	+2·6	+3·2	+4·3	+2·7
Mean for whole of India	+2·4	+2·8	+3·6	+3·3	+1·3	+0·6	+1·2	+2·2

The provincial variations show that the mean temperature of the whole week in Burma was exactly normal, and that in all the other provinces the heat was excessive, the abnormal variations ranging from +0·2° in Central India and Gujarat to +5·2° in the Punjab. In the case of Bengal the total variation for the whole week shows an excess of 2°. This result is somewhat misleading, as while West Bengal had almost throughout a very large excess, East Bengal, on the contrary, had, owing to the showery weather, a very steady deficiency. The last two days of the week were very much cooler than the previous five days in nearly all provinces, except Madras, where the excess increased, and reached its maximum on the 1st June.

The highest maxima reported on each day were—

On May 26th	120·0°	at Jacobabad.
" 27th	120·5°	" "
" 28th	123·0°	" "
" 29th	122·0°	" "
" 30th	118·0°	" "
" 31st	117·6°	" "
On June 1st	116·1°	" "

The above shows that Upper Sind was steadily the seat of the absolutely greatest heat throughout India during the whole week. The hottest day was the 28th, when the very high maximum of 123° was registered.

Rainfall.—The weather conditions of the week under review have been generally very similar to those which prevailed during last week. The greater part of the country has been under the influence of hot, strong westerly winds which have brought up no moisture, and which have yielded only a few drops of rain during local dust and thunder storms. These winds have been confined to North-Western and Central India and the Peninsula, and have not penetrated into

Bengal, Assam, and Burma, in which provinces moist southerly winds from the Bay have held steadily throughout the week. These winds have been exceptionally strong and have brought up much moisture, so that all the rainfall divisions in North-Eastern India show good rainfall returns. On the contrary, in other parts of the Indian region, large tracks of country exhibit little or no fall. In the case of eighteen divisions the rainfall has been absolutely *nil*, and in the case of eight more it has been less than one-tenth of an inch as the total fall for the whole week. The regions which report absolutely or practically no rain include the following divisions: Bihar (South), all the North-Western Provinces divisions, except Oudh (North), and the North-Western Provinces (Submontane), all the Punjab divisions, except the Hill districts, Khandesh, Berar, all the Central Provinces divisions, Gujarat, Kathiawar, Sind, all the Central India and Rajputana divisions, the East Coast (North), Hyderabad (South), and the East Coast (Central). The rainless, or practically rainless, region was consequently larger than was the case last week. In all parts of the country, except the divisions quoted above, the rainfall received was effective, and in some places fairly heavy. The heaviest average actual rainfall reported was 14·88 inches in Assam (Surma); this was followed by 6·49 inches in Tenasserim, and 6·13 inches in Assam (Brahmaputra). The smallest effective falls reported were 0·10 inch in Chota Nagpur and 0·11 inch in the Konkan.

The third column of the table shows that the week's rainfall was largely in excess of the normal in Assam (Surma), considerably in excess in Assam (Brahmaputra), and slightly in excess in Eastern and Deltaic Bengal, Oudh (North), and Madras (South). In all other parts of the Indian area the rainfall was lighter than usual. In Tenasserim, Lower Burma, North Bengal, Coorg, the Konkan, and the East Coast (North) the abnormal deficiency varied between 1 and 2 inches, in Malabar it was over 3 inches, and in Arakan it was over 4 inches. This leads to the most important feature in the rainfall returns of the week, *viz.*, the delay in the establishment of the south-west monsoon current. In most years the rainfall attributable to the first advances of this current is heavy in the south of the Indian and Burmese Peninsulas by the end of May, but in the present year this rainfall has not commenced in either part of the Indian region, and consequently the fall has been short in Tenasserim, Lower Burma, and Arakan, as well as in Malabar, Coorg, and the Konkan.

The three last columns of the table giving the average actual and average normal rainfall from March 3rd to June 1st show deficient rainfall over by far the greater part of the country. In Tenasserim, Sind, and the East Coast (North) the fall for the season has been excessive, in Central Burma, East Bengal, Assam, Deltaic Bengal, Central Bengal, North Bengal, Chota Nagpur, the North-Western Provinces (East and Submontane), Oudh (North), the Punjab (North-West and West), Madras (South Central), Mysore, all the Central Provinces divisions, Madras (Central), the East Coast (Central), and Madras (South) the fall for the season has been normal, and in all the remaining divisions the fall has been more or less deficient. The greatest deficiency has been over North-Western India.

The following heavy falls of rain are reported: Thaton (Amherst) 6·73 inches, Kama (Thayetmyo) 5·16 inches, Minbya (Akyab) 8·95 inches, Brahminbaria (Tipperah) 7·89 inches, Memotha (Cachar) 19·03 inches, Cherrapunji (Khasia Hills) 47·42 inches, Sibsagar 10·95 inches, Goalundo (Faridpur) 5·93 inches, Kurseong (Darjeeling) 6·55 inches, Cochin 4·36 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WERE ENDING JUNE 1ST, 1895.			RAINFALL DATA FROM MARCH 3RD TO JUNE 1ST, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, March 3rd to June 1st.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	6.49	8.11	-1.62	32.39	26.86	+ 21
	Lower Burma	2.25	4.23	-1.98	11.93	15.06	- 21
	Central Burma	2.69	3.22	-0.53	10.99	10.68	+ 3
	Upper Burma	2.50	?	?	10.62	?	?
	Arakan	4.52	8.65	-4.13	15.82	25.06	- 37
BENGAL AND ASSAM	Eastern Bengal	3.34	2.51	+0.83	16.68	16.50	+ 1
	Assam (Surma)	14.88	6.71	+8.17	45.40	47.48	- 4
	Do. (Brahmaputra)	6.13	2.80	+3.33	19.77	23.58	- 16
	Deltaic Bengal	1.66	1.64	+0.02	9.71	11.01	- 12
	Central Bengal	1.50	1.74	-0.24	7.30	8.15	- 10
	North Bengal	2.86	3.58	-1.72	15.43	16.86	- 8
	Orissa	0.14	1.00	-0.86	4.22	6.29	- 33
	Chota Nagpur	0.10	0.87	-0.77	5.11	4.52	+ 13
	Bihar (South)	0	0.71	-0.71	1.06	2.57	- 59
	Do. (North)	0.50	1.05	-0.55	2.43	4.47	- 46
NORTH-WESTERN PROVINCES AND ODISH.	North-Western Provinces (East)	0	0.22	-0.22	0.97	0.99	- 2
	Do. (Submontane) (a)	0.06	0.41	-0.35	1.79	1.81	- 1
	Oudh (South)	0	0.16	-0.16	0.70	1.09	- 36
	Do. (North)	0.33	0.31	+0.02	1.90	1.69	+ 12
	North-Western Provinces (Central).	0.03	0.13	-0.10	0.49	0.84	- 42
	North-Western Provinces (West).	0.08	0.16	-0.08	0.62	1.03	- 40
	North-Western Provinces (Submontane) (b)	0.14	0.40	-0.26	2.24	3.01	- 26
PUNJAB	Punjab (South)	0	0.14	-0.14	0.53	1.34	- 60
	Do. (Central)	0.07	0.19	-0.12	0.69	1.39	- 50
	Do. (Submontane)	0	0.20	-0.20	1.40	2.36	- 40
	Do. (Hill Districts)	0.26	0.28	-0.02	4.43	7.21	- 39
	Do. (North-West)	0	0.20	-0.20	4.27	4.24	+ 1
	Do. (West)	0	0.10	-0.10	1.83	1.59	+ 15
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0.94	4.13	-3.19	7.78	14.65	- 47
	Madras (South Central)	0.57	1.07	-0.50	6.72	8.00	- 16
	Coorg	0.80	2.73	-1.93	7.63	10.70	- 29
	Mysore	0.67	0.96	-0.29	6.20	5.38	+ 15
	Konkan	0.11	1.49	-1.38	0.75	2.61	- 71
	Bombay Deccan	0.52	0.85	-0.33	2.40	3.02	- 21
	Hyderabad (North)	0.03	0.86	-0.83	0.20	1.75	- 88
CENTRAL PROVINCES AND BERAR.	Berar	0	0.40	-0.40	0.86	1.13	- 24
	Central Provinces (West)	0.02	0.48	-0.46	1.11	1.24	- 10
	Ditto (Central)	0	0.34	-0.34	1.75	1.50	+ 17
	Ditto (East)	0	0.39	-0.39	2.11	2.29	- 8
BOMBAY (NORTH)	Gujarat	0	0.17	-0.17	0.02	0.33	- 94
	Kathiawar	0	0.12	-0.12	0	0.45	- 100
	Sind	0	0.03	-0.03	0.62	0.44	+ 41
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	0	0.74	-0.74	0.79	1.60	- 51
	Rajputana (East), Central	0	0.58	-0.58	0.57	1.44	- 60
	India (West).	0	0.18	-0.18	0.36	0.88	- 59
	Rajputana (West)	0	0.18	-0.18	0.36	0.88	- 59
MADRAS	East Coast (North)	0	0.63	-0.63	3.65	3.64	0
	Ditto (ditto) (a)	0	1.10	-1.10	6.50	5.13	+ 27
	Hyderabad (South)	0.04	1.10	-1.06	1.77	3.57	- 50
	Madras (Central)	0.20	0.56	-0.36	2.95	2.81	+ 5
	East Coast (Central)	0.09	0.37	-0.28	2.67	2.37	+ 13
	Ditto (South)	0.32	0.50	-0.18	2.57	4.28	- 40
	Madras (South)	0.48	0.34	+0.14	5.73	5.07	+ 13

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

SIMLA, 6th June 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

G

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 1st June.*—Moderate rainfall on the West Coast, Nilgiris, and the greater part of the Central districts; light showers in many other districts. Ploughing and sowing are proceeding in limited areas. The standing crops are generally fair. Pasture is scarce, but fodder is sufficient. Cattle are generally in good condition. Prices are generally steady, and rather easier in parts of the Circars, Deccan, and Carnatic.

Bombay.—*For week ending 5th June.*—Rain in parts of the Deccan, Konkan, and Karnatic; more rain is required in parts of Satara and Dharwar. The standing crops are good. Preparations for the next season are general. Sowing is progressing in parts of four districts, but is retarded in parts of Kanara for want of rain. Cotton-picking continues in one taluka of Broach. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are low in parts of Sholapur and Ahmednagar.

Bengal.—*For week ending 3rd June.*—There was good rain during the week in almost all districts in Bengal Proper, and also in Champaran and Purneah. The present agricultural outlook is generally fair, but more rain is required in some districts. The sowing of early rice and jute is nearly completed, and the preparation of the land for the autumn crops in Bihar, and for the winter rice crop is in progress. Reports of the sugarcane, indigo, and other standing crops continue satisfactory. The price of common rice is almost stationary.

North-Western Provinces and Oudh.—*For week ending 5th June.*—Weather very hot. Showers have fallen in some of the Central, Western, and Submontane districts. Irrigation of sugarcane and extra crops continues. Preparations for the autumn crops are in progress. Threshing and winnowing of the spring crops are nearing completion. Supplies are ample. Fodder is still insufficient in Fyzabad. Prices are stationary, but with a tendency to rise in six districts.

Punjab.—*For week ending 5th June.*—No rain, except in Delhi. Harvesting of the spring crops is nearly over. Reaping of the extra spring and sowings of the autumn crops are in progress. Rain is much needed in Hissar for the autumn sowings. The standing crops are in good condition. An insect, said to be a kind of beetle, is reported to have done much damage to the melon and cotton crops. Cattle are generally in good condition, and fodder is sufficient in all districts. Prices are normal in Delhi and Umballa, and are low elsewhere.

Central Provinces.—*For week ending 5th June.*—Weather exceedingly hot. Ploughing of the land for the autumn crops is in progress. Prices are almost steady.

Burma.—*For week ending 1st June.*—In Upper Burma reaping of the dry-weather paddy is still incomplete. Cultivation of the wet-weather crops is progressing. Prospects of the standing crops are generally good. Considerable damage has been caused by floods in the Bhamo district. The price of paddy has risen slightly in Rangoon, Prome, and Toungoo, and considerably in Bassein, Henzada, Amherst, Thayetmyo, Kyaukse, and Meiktila.

Assam.—*For week ending 4th June.*—Weather wet. Sowing of the early rice is almost finished, and of late rice seedlings commenced. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 5th June.*—**MYSORE:** Good rain in parts of the Bangalore district, slight elsewhere. Crops and prospects are good. Prices have slightly fallen in Kolar, and risen in the Shimoga district.

COORG: Rainfall moderate. Ploughing continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 5th June.*—**BERAR:** Weather hot. Land is being prepared for the ensuing rain crops. Fodder and water are reported insufficient in the Wun district. Prices are fluctuating in two districts, but are steady elsewhere.

HYDERABAD: Rainfall moderate. The water-supply is getting scarce everywhere. No standing crops. Fodder is scarce in Aurangabad. Prices are normal.

Central India.—*For week ending 5th June.*—Rainfall slight in the Bundelkhand Agency during the week. Operations for the autumn sowings have commenced in Bhopal, Western Malwa, and Goona. Cattle are in good condition, except in parts of Bhopal and Gwalior. Pasturage is good and sufficient in all Agencies, except in parts of Gwalior. Prices of food-grains are high in Goona and Bhopal, rising in one district of Gwalior and in Baghelkhand; normal elsewhere.

Rajputana.—*For week ending 5th June.*—Agricultural operations are satisfactory. Land is being prepared for the autumn crops. Prospects and agricultural stock are generally good. Fodder is sufficient, except in Dholepore. Prices are rising in five States, stationary in one, but are steady elsewhere.

Kashmir.—*For week ending 4th June.*—**KASHMIR VALLEY:** Weather fine. Rice sowings are still going on in some places. Maize sowings have been finished. The standing spring crops are ripening. Water is ample for irrigation. Prices continue normal.

JAMMU PROVINCE: *For week ending 1st June.*—Rainfall slight. Harvesting is in progress. Prices are rising.

Nepal.—*For week ending 1st June.*—Rainfall slight, but the weather is cloudy. Prospects are good. Wheat has been harvested.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 26TH MAY 1894, AND FROM 1ST JANUARY TO 25TH MAY 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 26TH MAY 1894.				WEEK ENDING 25TH MAY 1895.				Earnings from 1st January to 26th May 1894.	Earnings from 1st January to 25th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile per open per week.		Total.	Per mile per open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
<i>Standard gauge—</i>													
East Indian	655	1,683	10,36,580	616	1,687	11,19,936	664	2,37,29,852	2,35,49,326	...	1,80,323	...	
Bengal-Nagpur	189	862	1,46,062	100	862	1,74,000	202	36,99,846	37,92,400	92,554	...	...
Indian Midland (a)	162	752	1,23,928	165	752	98,694	131	26,36,135	22,42,394	...	3,93,741	...	
Barwada extension	108	81	2,406	115	21	2,798	133	46,463	61,090	14,627	...	...
<i>Metro gauge—</i>													
Rajputana-Malwa (b)	324	1,719	6,25,268	364	1,790	5,97,740	334	1,17,99,843	1,15,45,657	...	2,54,186	...	
Palampur-Deesa	47	17	704	41	17	900	53	17,022	19,870	2,854	...	...
South Indian	143	1,042	1,64,184	158	1,042	1,71,132	164	29,78,345	34,41,841	4,63,496	...	...
Mayavaram-Mutpet	61	54	4,198	78	54	4,198	78	(c) 26,109	85,388	59,179	...	...
Southern Mahratta (d)	115	1,165	1,50,920	130	1,165	1,60,037	137	27,27,043	29,66,029	2,38,986	...	...
Bengal and North-Western (e)	162	756	1,41,114	187	756	1,48,620	197	25,94,679	26,31,686	37,007	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	18,422	80	231	18,409	80	4,30,554	4,28,499	...	2,053	...	
TOTAL	286	8,302	24,13,726	291	8,377	24,06,464	298	5,06,45,801	5,07,64,389	78,498	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	255	2,507	6,41,884	256	2,511	8,28,582	330	1,34,27,745	1,47,34,609	13,06,864	...	...
Oudh and Rohilkhand (state)	287	741	2,02,851	275	797	2,10,904	265	45,08,955	48,55,590	3,46,638	...	...
Eastern Bengal (state) (including metro and 2' 6" gauges)	281	813	2,78,738	343	813	2,27,320	280	48,69,030	51,86,841	3,17,811	...	...
Bengal Central (g)	126	125	14,898	119	125	14,340	115	3,20,907	3,49,685	28,778	...	...
East Coast (state)	107	266	45,956	173	397	64,316	162	5,74,649	8,05,472	2,30,823	...	...
<i>Metro gauge—</i>													
Burma (state)	199	730	1,20,051	164	746	1,28,582	172	31,89,157	33,16,639	1,27,482	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	44	25	704	28	28	2,266	81	22,843	27,787	4,944	...	...
Cherra-Companyganj (state provincial)	60	8	502	63	8	324	41	9,965	11,063	1,098	...	...
TOTAL	244	5,215	13,06,584	251	5,425	14,76,634	272	7,69,23,251	7,92,87,779	23,64,528	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	596	1,490	8,26,614	555	1,490	7,19,801	483	1,06,76,590	1,62,95,807	...	33,80,695	...	
Bombay, Baroda and Central India	801	461	4,64,615	1,008	461	5,42,000	1,176	78,48,157	85,64,966	7,16,817	...	...
Madras	237	840	1,89,267	245	840	2,20,807	263	40,66,470	44,58,480	3,92,010	...	...
TOTAL	522	2,791	14,80,496	530	2,791	14,82,608	531	3,15,91,214	3,93,19,346	...	22,71,868	...	
TOTAL (GUARANTEED AND STATE)	313	16,368	52,00,806	319	16,593	54,55,706	329	10,98,00,250	10,93,71,514	4,71,158	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	167	161	22,913	142	161	26,569	165	5,98,262	6,00,614	2,352	...	...
Tarakeswar	308	22	5,724	260	22	5,261	239	1,47,663	1,46,101	...	1,562	...	
<i>Metro gauge—</i>													
Rohilkund and Kumaon (Company's section)	149	67	10,001	149	66	9,208	140	2,06,574	1,60,323	...	46,251	...	
Bengal Doonars	80	32	2,421	76	36	2,560	71	44,021	61,993	17,942	...	...
Dibru-Sadiya	133	78	9,093	117	78	11,258	144	2,24,935	2,45,253	20,318	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	232	51	16,412	322	51	22,583	443	2,41,561	2,80,267	38,706	...	...
TOTAL	166	411	66,484	167	414	77,439	187	14,63,016	14,04,521	31,505	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	185	333	68,746	206	333	67,732	203	12,49,441	14,29,040	1,79,599	...	...
The Gaskwar's Potlad	112	13	1,824	140	13	1,340	103	31,315	30,520	...	795	...	
Rajpura-Bhatinda	192	108	17,437	161	108	24,634	228	3,52,118	6,33,482	2,81,364	...	...
Kolar Gold-fields	306	...	...	...	10	2,553	255	...	53,352	53,352	...	...
<i>Metro gauge—</i>													
Southern Mahratta (Mysore section) (i)	88	362	36,423	101	362	37,070	102	6,47,578	6,71,531	23,953	...	...
The Gaskwar's Mahsina	98	93	8,934	96	93	7,180	79	1,92,812	1,64,213	...	28,599	...	
Kolhapur	92	29	2,629	91	29	2,633	91	57,493	51,307	...	6,186	...	
<i>Special gauge—</i>													
The Gaskwar's Dabhoi	81	72	7,216	100	72	6,370	89	1,99,478	1,11,040	...	18,438	...	
Cooch Behar	30	22	709	32	22	1,110	50	13,527	24,052	10,505	...	...
TOTAL	130	1,032	1,43,918	139	1,042	1,50,822	145	26,73,762	31,68,517	4,94,755	...	...
Lines owned and worked by native states.													
<i>Metro gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	131	334	40,496	148	334	64,760	194	9,72,628	9,81,409	8,871	...	...
Jetalsar-Rajkot	68	40	3,770	82	46	3,637	79	67,245	78,732	11,487	...	...
Jodhpur-Bikaner	75	304	27,248	75	364	20,300	56	5,85,127	4,71,808	...	1,13,319	...	
<i>Special gauge—</i>													
Morvi	75	94	8,517	91	94	11,154	119	1,44,045	1,60,104	16,149	...	...
TOTAL	97	818	89,440	106	838	99,851	119	17,60,045	16,92,233	...	76,812	...	
GRAND TOTAL	290	18,580	55,00,348	296	18,887	57,83,818	306	11,51,06,179	11,57,06,785	6,20,606	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 26th May 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(i) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. VII of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N. B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 26TH MAY 1894.				WEEK ENDING 25TH MAY 1895.				Earnings from 1st April to 26th May 1894.	Earnings from 1st April to 25th May 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
<i>Standard gauge—</i>													
East Indian	599	1,683	10,36,580	616	1,687	11,19,936	664	91,76,594	92,12,805	36,211	...	...
Bengal-Nagpur	152	862	1,46,062	169	862	1,74,000	202	13,42,549	13,15,973	...	...	26,576
Indian Midland (a)	144	752	1,23,928	165	752	98,694	131	10,81,086	8,11,908	...	...	2,70,018
Bowdha Extension	170	21	2,406	115	21	2,798	133	20,074	20,192	118	...	...
<i>Metro gauge—</i>													
Rajputana-Malwa (b)	279	1,719	6,25,208	364	1,790	5,97,740	334	49,16,137	44,53,722	...	...	4,62,415
Palampur-Deesa	44	17	704	41	17	900	53	6,882	8,674	1,792	...	...
South Indian	154	1,042	1,64,184	158	1,042	1,71,132	164	12,36,376	13,94,841	1,58,465	...	...
Mayavaram-Mutpet	75	54	4,198	78	54	4,198	78	(c) 26,109	37,780	11,680	...	...
Southern Mahratta (d)	105	1,165	1,50,920	130	1,165	1,60,037	137	11,81,362	12,90,742	1,09,380	...	...
Bengal and North-Western (e)	146	756	1,41,114	187	756	1,48,620	197	11,43,380	10,14,287	...	...	1,29,093
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	231	18,422	80	231	18,409	80	1,67,568	1,52,747	...	...	14,821
TOTAL	259	8,302	24,13,726	291	8,377	24,96,464	298	2,02,99,017	1,97,13,740	...	...	5,85,277
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	252	2,507	6,41,884	256	2,511	8,28,582	330	51,00,617	58,28,833	7,28,216	...	...
Oudh and Rohilkhand (state)	270	741	2,03,851	275	797	2,10,904	265	18,83,584	16,97,258	...	...	1,86,326
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,78,738	343	813	2,27,320	280	16,78,317	16,85,370	7,053	...	...
Bengal Central (g)	130	125	14,898	119	125	14,340	115	1,20,070	1,26,786	6,716	...	...
East Coast (state)	99	266	45,950	173	397	64,316	162	2,50,984	3,05,394	1,14,410	...	...
<i>Metro gauge—</i>													
Burma (state)	164	730	1,20,051	164	746	1,28,582	172	9,73,253	11,14,152	1,40,899	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	55	25	704	28	28	2,266	81	8,451	11,522	3,071	...	...
Cherra-Companyganj (state provincial)	64	8	502	63	8	324	41	3,994	3,102	...	...	892
TOTAL	243	5,215	13,06,584	251	5,425	14,76,634	272	1,00,19,270	1,08,32,417	8,13,147	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	442	1,490	8,26,614	555	1,490	7,19,801	483	74,25,269	60,56,305	...	...	13,68,964
Bombay, Baroda and Central India	678	461	4,64,615	1,008	461	5,42,000	1,176	35,96,154	40,12,740	4,16,592	...	...
Madras	243	840	1,89,267	225	840	2,20,807	263	15,37,845	16,53,443	1,15,598	...	...
TOTAL	421	2,791	14,80,496	530	2,791	14,82,608	531	1,25,59,268	1,17,22,494	...	...	8,36,774
TOTAL (GUARANTEED AND STATE).	281	16,308	52,00,806	319	16,593	54,55,706	320	4,28,77,555	4,22,68,651	...	...	6,08,904
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	165	161	22,913	142	161	26,560	165	2,74,146	2,29,101	...	...	45,045
Tarkessur	269	22	5,724	260	22	5,261	239	62,693	59,706	...	...	2,987
<i>Metro gauge—</i>													
Rohilkund and Kumaon (Company's section)	122	67	10,001	149	66	9,208	140	82,073	77,010	...	...	5,063
Bengal Doon	161	32	2,421	76	36	2,560	71	15,320	21,627	6,307	...	...
Dibru-Sadiya	136	78	9,093	117	78	11,258	144	86,419	87,100	631	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	246	51	16,432	322	51	22,583	443	1,09,510	1,31,313	21,792	...	...
TOTAL	164	411	66,584	162	414	77,439	187	6,30,270	6,05,857	...	...	24,423
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	187	333	68,746	206	333	67,732	203	5,21,935	5,38,077	16,142	...	...
The Gaekwar's Petlad	105	13	1,824	140	13	1,340	103	14,793	12,946	...	...	1,847
Rajpura-Bhatinda	271	108	17,437	161	108	24,634	228	1,37,723	1,55,912	18,189	...	...
Kolar Goldfields	260	...	...	...	10	2,553	255	...	21,149	...	...	...
<i>Metro gauge—</i>													
Southern Mahratta (Mysore section (i))	89	362	36,423	101	362	37,070	102	2,56,223	2,54,702	...	...	1,571
The Gaekwar's Malsana	74	93	8,934	96	93	7,380	79	73,233	64,056	...	...	8,277
Kolhapur	81	29	2,629	91	29	2,633	91	26,974	21,837	...	...	5,137
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	59	72	7,216	100	72	6,370	89	56,755	58,852	2,097	...	...
Cooch Behar	45	22	709	32	22	1,110	50	6,866	6,097	...	...	169
TOTAL	136	1,032	1,43,918	139	1,042	1,50,822	145	10,94,552	11,35,128	40,576	...	...
Lines owned and worked by native states.													
<i>Metro gauge—</i>													
Bhavnagar-Gondal-Junagar-Porbandar	103	334	49,496	148	334	64,760	194	4,18,313	4,70,538	52,225	...	...
Jetalsar-Rajkot	68	46	3,779	82	46	3,637	70	25,696	33,024	4,928	...	...
Jodhpur-Bikaner	58	364	27,248	75	364	20,300	56	2,29,294	1,70,596	...	...	58,698
<i>Special gauge—</i>													
Morvi	65	94	8,517	91	94	11,154	119	58,626	75,386	16,760	...	...
TOTAL	78	838	89,040	106	838	99,851	119	7,34,929	7,50,144	15,215	...	...
GRAND TOTAL	261	18,589	55,00,348	296	18,887	57,83,818	306	4,53,37,256	4,47,59,780	...	...	5,77,476

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rotlam railway.

(c) Total earnings from 2nd April to 26th May 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tihoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamgaon, and Amratoli railways.

(i) Includes the Mysore-Najangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
RAILWAY.

EAST INDIAN RAILWAY.

Synopsis of transactions for, and to end of, the year 1894.

No. 271-A. R., dated Simla, the 3rd June, 1895.

RESOLUTION—By the Government of India, Public Works Department.

Read the following :

Note by R. G. MACDONALD, Esq., Accountant General, Public Works Department,
on the synopsis of transactions of the East Indian Railway for the year 1894.

In continuation of my Note No. 472-R. of 1st June 1894, I beg to submit, for the information of the Government of India, a synopsis of the transactions of the East Indian Railway from the date of its purchase by the State (1st January 1880) to the close of the year 1894.

2. The Capital expenditure of the East Indian Railway may be thus stated.

Under the Purchase Act, 42 and 43 Vict., Cap. CCVI, the Capital Stock of the Company was taken over by Government at a commuted value of £125 for every £100 of Capital Stock :

The share capital of the Company, amounting to £26,200,000, was accordingly stated at	£
Under the same Act the debentures and debenture stock were taken over by Government, and amounted to	32,750,000
	4,450,000
TOTAL	37,200,000
	Rs.

The Company had at 31st December 1879 overdrawn from Government on Capital Account	26,45,268
The Cost of the land taken up for the Railway and paid for by Government had been	59,26,183

and the further outlay to close of the year 1894 from grants by Government from borrowed moneys has been :

	Rs.
On Construction Account	3,87,85,092
„ Stores Suspense Account	67,21,256
„ Capital Advance Account	—8,21,246
	4,46,85,102
	5,32,56,553

Deduct—Assets on the 31st December 1879, received by Government on purchase of the line, and made over to the Company on working lease—

	Rs.
Stores in stock	76,65,340
Balance of cash and other Suspense accounts	8,22,169
	84,87,509

Realization by the sale of surplus and obsolete stores originally valued at Rs. 16,06,079 not taken over by the undertaking, and other miscellaneous receipts

	6,30,652
	91,18,161

making the Capital outlay at close of 1894

Rs. 4,41,38,392 + £37,200,000

			Rs.
3. During the year the gross traffic earnings were	...	...	5,26,89,485
the working expenses	...	...	1,58,95,137
and the net earnings	...	...	3,67,94,348

4. These results of working the East Indian Railway affected the finances of the Government of India in the manner and to the extent exhibited in the following paragraphs.

5. The liabilities which the Government of India incurred in connection with the purchase of the East Indian Railway, so far as they are still outstanding, are as follows:

Sterling liabilities—	Capital.	Interest.
	£	£
(a) Debenture stock	1,500,000	67,500
(b) Annuities, terminable in 1953	26,200,000	1,179,000 (inclusive of payment for redemption of Capital).
(c) Deferred annuities	6,550,000	262,000
		1,508,500
Less—Annual payment for redemption of Capital	...	65,500
Net sterling annual liability	...	1,443,000 which

at 13·248d. per rupee = Rs. 2,61,41,304.

6. The liabilities incurred by Government since the purchase of the line have been—

			Rs.
Debentures discharged	...	...	3,54,66,835
Construction Account	...	...	3,87,85,092
Stores Suspense Account	...	...	67,21,256
Capital Advance Account	...	...	—8,21,246
Land charges by the State	...	...	59,26,183
Add—			
Capital overdrawn at date of purchase	...	...	26,45,268
			8,87,23,388
Less—Credits to Government for value of stores, &c., made over to the Company	...	...	91,18,161
TOTAL	...	...	7,96,05,227

The corresponding figure at the 31st December 1893 was Rs. 7,62,89,228, so that the average for the year may be taken at Rs. 7,79,47,227.

7. The following, therefore, seems to be a fair account of the transactions of the Railway, as they affect Government, for 1894:

			Rs.
Traffic earnings	...	...	5,26,89,485
Less—Working expenses	...	...	1,58,95,137
Net earnings	...	...	3,67,94,348
Sterling liabilities, £1,443,000 at 13·248d. per rupee	...	...	2,61,41,304
Interest on Rupee liabilities, Rs. 7,79,47,227 at 4 per cent.	...	...	31,17,889
Payment of surplus profits to the Company	...	...	15,39,767
Payment to the Company's Provident Fund	...	...	3,67,943
Total payments	...	...	3,14,66,903
Net profit to Government	...	...	56,27,445

This is much smaller than usual owing to the fall in the sterling value of the rupee.
The corresponding net profit was—

				Rs.
in 1893 .	...	...	...	85,22,279
„ 1892	...	...	...	73,98,751
„ 1891	...	...	...	1,02,36,236
„ 1890	...	...	...	71,13,115

8. The Capital outlay on the undertaking may be taken as under—

	£
Sterling (<i>vide</i> paragraph 2)	37,200,000

	Rs.
Converted into Indian currency at the average rate of 19'961d. per rupee at time of purchase	44,72,72,180

Rupee debt Rs. 7,96,05,227

* Rupee value of debentures discharged.
—3,54,66,835*

4,41,38,392

TOTAL ... 49,14,10,572

The interest at 1 per cent. on this Capital would be ... 49,14,106

It follows from this, that—

- (i) the net earnings of the Railway are $\frac{36794}{4914}$ or 7'49 per cent. on the Capital invested by Government in it;
- (ii) the burden which Government bears in respect of it is $\frac{31167}{4914}$ or 6'34 per cent;
- (iii) the clear profit to Government is 1'15 per cent.

ORDER.—Ordered, that a copy of the note and accompaniment now read, be forwarded to the Consulting Engineer to the Government of India for Railways, Calcutta, and to the Department of Finance, for information.

W. S. S. BISSET, *Lieut.-Colonel, R.E.,*
Secretary to the Government of India.



SUPPLEMENT TO
The Gazette of India.

No. 24.} CALCUTTA, SATURDAY, JUNE 15, 1895.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
FINANCE AND COMMERCE DEPARTMENT.

RETAIL PRICES FOR THE 2nd HALF OF APRIL 1895.

QUANTITIES PER RUPEE IN SEER OF 80 TOLAS.

Districts.	WHEAT.		BARELY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR GURU (<i>Pennisetia spicata</i>).		MARUA OR RAOI (<i>Eriosema coccineum</i>).		KAWAI OR KAKUM, ITALIAN WHEAT (<i>Triticum italicum</i>).		GRAM, CHENNA, CHOLA, RADALAY OR SUNAGA (<i>Cicer arietinum</i>).		MAIZE (Zea Mays).		ARAB, OR THOR, CADIAN PEA (<i>Citrus indicus</i>).		FIREWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.	S. Ch.
Bugna—																										
Tanasserim—																										
Mergui	12 0	12 0	12 14	12 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	256 2	256 2	14 6	12 0
Tavoy	13 0	13 0	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	399 3	399 3	14 6	17 14
Moulmein and Aherst	14 0	11 6	17 7	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	14 0	14 0
Pegu (deltic)—																										
Pegu	10 14	10 14	14 3	14 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	143 0	143 0	14 3	14 3
Rangoon	13 8	13 8	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	133 0	133 0	15 0	15 0
Thongwa	9 8	9 8	11 10	11 10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	14 3	14 3
Bassein	11 6	11 6	12 5	12 5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	150 13	150 13	17 8	17 8
Pegu (inland)—																										
Shwegyin	9 13	9 13	10 6	10 6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	200 0	200 0	14 3	14 3
Tharavaddy	12 5	12 5	14 12	14 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	440 0	440 0	14 3	14 3
Henzada	10 12	10 12	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	188 8	188 8	16 3	16 3
Prome	13 13	13 13	14 14	14 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	193 3	193 3	14 3	14 3
Toungoo	11 10	11 10	13 12	13 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	326 8	326 8	14 3	14 3
Thayemyo	12 12	12 12	14 14	14 14	...	...	...	...	...	...	...	...	...	...	...	...	...	...	245 0	245 0	11 9	11 9
Upper Burma—																										
Mandalay	12 9	12 9	13 3	13 3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	85 0	85 0	15 2	15 2
Bhamo	10 10	10 10	12 12	12 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	220 9	220 9	10 10	10 10
Pekokku	16 1	16 1	17 2	17 2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	113 0	113 0	11 15	11 15
Meiktila	16 9	16 9	18 12	18 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	361 13	361 13	16 1	16 1
Arahan—																										
Sandoway	16 9	16 9	18 12	18 12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	469 11	469 11	28 0	28 0
Kyauppye	12 3	12 3	14 9	14 9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	340 0	340 0	25 4	25 4
Akyab	11 0	11 0	14 0	14 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	16 0	16 0
Arahan—																										
Sylhet	12 8	12 8	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10 7	10 7
Cachar	9 6	9 6	15 4	15 4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	10 0	10 0
Khasi and Jaintia Hills	4 5	4 5	7 0	7 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	80 0	80 0	7 0	7 0
Garohills	6 0	6 0	16 0	16 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	7 0	7 0
Brahmaputra—																										
Gosipia	6 12	6 12	15 0	15 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	100 0	100 0	10 8	10 8
Kamrup	9 0	9 0	16 8	16 8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	10 0	10 0
Darrang	9 0	9 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10 0	10 0
Nongong	8 0	8 0	12 0	12 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	120 0	120 0	8 0	8 0
Sibsagar	6 0	6 0	13 0	13 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	160 0	160 0	9 0	9 0
Lakhimpur	23 0	23 0	31 0	31 0	...	...	...	...	...	...	...	...	...	...	...	...	...	...	140 0	140 0	8 0	8 0
Manipur	85 0	85 0	3 0	3 0

• Kalsi.

RETAIL PRICES FOR THE 2ND HALF OF APRIL 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 3. TOLAS.

[illegible]

RETAIL PRICES FOR THE 2ND HALF OF APRIL 1895—continued.

QUANTITIES PER RUPEE IN SEES OF 80 TOLAS.

District.	WHEAT.		BARLEY.		RICE, BERT SORT.		RICE, COMMON.		JAWAR OR CHOLU (<i>Sorghum vulgare</i>).		BAJRA OR CUMBU (<i>Pennisetia spicata</i>).		MARUA OR RAGI (<i>Eragrostis indica</i>).		KANOJI OR KAKUR, ITALIAN MILLET (<i>Setaria italica</i>).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (<i>Cicer arisianum</i>).		MAIZE (<i>Zea Mays</i>).		ARAR, OR THUR, CADIAN BEA (<i>Cajanus indicus</i>).		PINEWOOD.		SALT.	
	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past	Present	Past
Panjab— Western— Ferozepore Montgomery	23 0	22 0	37 0	36 0	...	...	12 0	12 0	31 0	32 0	25 0	26 0	...	...	15 0	15 0	36 0	37 0	...	...	...	...	100 0	100 0	11 0	11 0
	20 0	21 0	39 0	39 0	...	...	9 0	9 0	23 0	24 0	20 0	21 0	...	...	...	...	33 0	36 0	24 0	26 0	11 0	11 0	100 0	100 0	12 0	12 0
Central— Gurgaon Delhi Rohtak Karnal Lahore	22 0	22 0	31 0	31 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	...	...	...	...	30 0	30 0	20 0	20 0	24 0	24 0	100 0	100 0	10 0	10 0
	20 0	20 0	30 0	28 0	...	...	12 0	12 0	29 0	29 0	20 0	22 0	...	...	12 0	12 0	30 0	30 0	25 0	26 0	27 0	27 0	80 0	80 0	11 0	11 0
Sub-montane— Ambala Ludhiana Jullundur Ferozepore Gurdaspur Amritsar	20 0	20 0	30 0	30 0	...	...	12 0	12 0	24 0	24 0	20 0	20 0	...	...	12 0	12 0	33 0	33 0	25 0	25 0	15 0	15 0	100 0	100 0	10 0	10 0
	20 0	20 0	35 0	35 0	...	...	11 0	11 0	23 0	23 0	23 0	23 0	...	...	20 0	20 0	30 0	31 0	27 0	27 0	10 0	10 0	80 0	80 0	12 0	12 0
Mills— Simla Kangra	14 0	13 0	15 0	17 0	...	...	8 0	8 0	15 0	16 0	12 0	13 0	...	...	9 0	9 0	18 0	16 0	17 0	16 0	8 0	8 0	90 0	90 0	8 0	8 0
	14 0	13 0	20 0	20 0	...	...	12 0	12 0	11 0	11 0	14 0	14 0	...	...	6 0	6 0	17 0	16 0	20 0	20 0	8 0	8 0	120 0	120 0	10 0	10 0
North-western— Sialkot Gujranwala Gujrat Jhelum Rawalpindi Bazira Peshawar Kohat	20 0	20 0	36 0	36 0	...	...	14 0	14 0	19 0	20 0	21 0	21 0	...	...	21 0	21 0	26 0	26 0	25 0	25 0	...	...	130 0	130 0	13 0	13 0
	22 0	22 0	41 0	41 0	...	...	13 0	13 0	26 0	26 0	25 0	25 0	...	...	10 0	10 0	26 0	26 0	26 0	26 0	...	...	110 0	110 0	14 0	14 0
Western— Shahpur Jhang Multan Bany D. I. Khan Muzaffargarh D. G. Khan	27 0	26 0	38 0	38 0	...	...	11 0	11 0	32 0	32 0	24 0	25 0	...	...	24 0	24 0	32 0	33 0	20 0	20 0	...	...	160 0	160 0	13 0	13 0
	20 0	21 0	32 0	32 0	...	...	9 0	9 0	20 0	20 0	20 0	20 0	...	...	30 0	30 0	24 0	24 0	24 0	24 0	10 0	10 0	100 0	100 0	12 0	12 0
Sind and Baluchistan— Karachi Hyderabad Thar and Parkar (Umarkot) Sukkur (Shikarpur) Upper Sind Frontier Quetta	15 0	15 0	...	...	8 0	8 0	10 0	10 0	18 0	18 0	16 0	16 0	...	...	...	...	19 0	19 0	...	...	8 0	8 0	80 0	80 0	14 0	14 0
	14 0	14 0	...	...	11 0	11 0	10 0	10 0	16 0	16 0	16 0	16 0	...	...	...	...	18 0	18 0	...	...	10 0	10 0	116 0	116 0	12 0	12 0

• Not sold.

RETAIL PRICES FOR THE 2ND HALF OF APRIL 1895—continued

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLU (Sorghum vulgare).		BAJRA OR KURRI (I. encellaria spicata).		MAHUA OR RAGI (Eleusine coracana).		KANGRI OR KAKUN MILLET (Setaria italica).		GRAM, CHENA, CHOLA, KADALAY OR SUSAGA (Cicer or Arachis).		MAIZE (Zea Mays).		AMAR. OR TUR. CADIAN MILLET (Cajanus indicus).		PINEWOOD.		SALT.		
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	
Madras—																											
Malabar Coast—																											
Mylapore	12 0	12 0	11 8	11 8	8 12	8 12	10 0	10 0	29 0	29 0	24 0	24 0	27 0	27 0	26 0	26 0	13 0	13 0	13 0	13 0	96 0	96 0	10 0	10 0	10 0	10 0	10 0
Kolar	13 0	13 0	11 0	11 0	7 8	7 8	10 0	10 0	31 0	31 0	18 0	18 0	29 11	29 11	14 0	14 0	12 13	12 13	13 0	13 0	96 0	96 0	10 0	10 0	10 0	10 0	10 0
Tanjore	12 0	12 0	11 0	11 0	10 0	10 0	9 8	9 8	26 0	26 0	30 0	30 0	32 0	32 0	33 0	33 0	12 0	12 0	13 0	13 0	224 0	224 0	10 0	10 0	10 0	10 0	10 0
Trichinopoly	12 0	12 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	29 0	29 0	32 0	32 0	33 0	33 0	12 0	12 0	13 0	13 0	200 0	200 0	10 0	10 0	10 0	10 0	10 0
Tinnevely	12 0	12 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	29 0	29 0	32 0	32 0	33 0	33 0	12 0	12 0	13 0	13 0	240 0	240 0	10 0	10 0	10 0	10 0	10 0
Madurai	12 0	12 0	11 0	11 0	9 0	9 0	10 0	10 0	25 0	25 0	29 0	29 0	32 0	32 0	33 0	33 0	12 0	12 0	13 0	13 0	320 0	320 0	10 0	10 0	10 0	10 0	10 0
Chitalanog	14 0	14 0	13 0	13 0	9 0	9 0	10 0	10 0	36 0	36 0	42 0	42 0	40 0	40 0	40 0	40 0	14 0	14 0	14 0	14 0	320 0	320 0	9 8	9 8	9 8	9 8	9 8
Coorg—																											
Coorg	9 0	8 8	7 8	7 8	10 0	10 0	12 0	11 8	29 8	29 8	29 8	29 8	29 8	29 8	29 8	29 8	24 0	24 8	24 0	24 8	110 0	110 0	10 8	10 8	10 8	10 8	10 8
Aden	7 0	7 0	7 0	7 0	5 14	5 14	6 9	6 9	10 3	10 3	9 4	9 4	9 4	9 4	9 4	9 4	9 4	9 4	9 4	9 4	65 5	65 5	32 0	32 0	32 0	32 0	32 0

GOVERNMENT OF INDIA,
FINANCE AND COMMERCE DEPARTMENT.

Total Gross and Net Indian Sea and Land Customs Revenue (excluding Salt Revenue).

[In thousands of Rupees.]

	IN THE MONTH OF APRIL									
	1886-87.	1887-88.	1888-89.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.	1894-95.	1895-96.
IMPORTS (GROSS REVENUE).										
Arms, Ammunition, and Military Stores	15	20	20	21	27	35	23	21	22	27
Liquors :										
Spirit	340	459	436	408	449	468	520	456	435	553
Other liquors	50	62	56	59	61	80	53	62	49	64
Apparel, drapery, etc.	—	—	—	—	—	—	—	—	56	54
Chemical products and preparations	—	—	—	—	—	—	—	—	25	23
Cotton manufactures :										
Twist and yarn	—	—	—	—	—	—	—	—	—	1,26
Piece goods, grey	—	—	—	—	—	—	—	—	—	4,67
" white	—	—	—	—	—	—	—	—	—	1,83
" coloured	—	—	—	—	—	—	—	—	—	1,51
Other goods	—	—	—	—	—	—	—	—	—	20
Drugs, medicines, and narcotics	—	—	—	—	—	—	—	—	31	28
Dyeing and tanning materials	—	—	—	—	—	—	—	—	24	33
Glass and glassware	—	—	—	—	—	—	—	—	29	31
Hardware and cutlery	—	—	—	—	—	—	—	—	65	65
Metals :										
Copper	—	—	—	—	—	—	—	—	37	56
Iron and steel	—	—	—	—	—	—	—	—	30	39
Silver	—	—	—	—	—	—	—	—	2,65	2,16
Tin	—	—	—	—	—	—	—	—	10	10
Other metals	—	—	—	—	—	—	—	—	55	31
Mineral oils : Petroleum	—	—	80	1,15	1,85	1,88	1,39	1,68	1,85	3,58
Paints and colours	—	—	—	—	—	—	—	—	17	13
Paper	—	—	—	—	—	—	—	—	19	20
Provisions	—	—	—	—	—	—	—	—	36	68
Rubber, raw and manufactured	—	—	—	—	—	—	—	—	88	90
Skins	—	—	—	—	—	—	—	—	28	27
Stationery	—	—	—	—	—	—	—	—	14	12
Sugar	—	—	—	—	—	—	—	—	1,42	1,95
Tannin	—	—	—	—	—	—	—	—	17	14
Umbrellas	—	—	—	—	—	—	—	—	31	17
Wood and timber	—	—	—	—	—	—	—	—	8	14
Woolen goods	—	—	—	—	—	—	—	—	32	27
Exports by post . . . . .	...	...	...	...	...	...	...	...	13	10
All other articles	1	...	1	...	...	...	...	...	1,71	2,07
TOTAL	4,06	5,41	5,93	6,03	7,22	7,71	7,35	7,07	19,34	32,49
EXPORTS (GROSS REVENUE).										
Wheat and rice-flour	8,90	9,38	6,67	8,01	9,38	9,93	7,00	8,50	8,99	10,46
TOTAL GROSS REVENUE	12,96	14,79	12,60	14,04	16,60	17,64	14,35	15,57	28,33	42,95
TOTAL NET REVENUE	12,76	14,44	12,37	13,77	16,23	17,09	14,01	14,99	27,84	42,06
Provincial distribution of Net Customs Revenue.										
Bengal { Import	1,14	1,11	1,49	1,69	1,77	2,14	2,13	1,64	4,99	9,79
{ Export	1,06	96	1,36	1,33	1,19	1,34	1,33	1,12	1,31	2,08
Bombay { Import	1,06	1,33	1,87	1,96	2,79	2,54	2,55	2,67	9,41	13,28
{ Export	21	26	21	27	28	21	24	29	27	33
Sindh { Import	37	63	54	68	68	70	51	87	1,49	2,22
{ Export	10	9	10	11	15	13	11	7	9	11
Madras { Import	56	85	93	85	1,15	1,30	88	79	1,99	3,58
{ Export	40	45	46	42	37	34	33	48	63	52
Burma { Import	89	1,34	1,02	71	68	83	1,12	89	1,12	2,90
{ Export	6,97	7,42	4,39	5,75	2,17	7,56	4,81	6,17	6,54	7,25

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

RETURNS OF ACCIDENTS ON INDIAN RAILWAYS FOR THE NINE MONTHS ENDING
THE 30th SEPTEMBER 1894.

No. 213 R. Stat., dated Simla, the 5th June 1895.

RESOLUTION—By the Government of India, Public Works Department.

READ again—

Public Works Department Order No. 159 R. Stat., dated the 10th May 1892;
Public Works Department Order No. 172 R. Stat., dated the 13th May 1893.
Public Works Department Order No. 148 R. Stat., dated the 26th April 1894.

Read also—

The following note by the Director General of Railways, No. 214 Statistics, dated the 27th May 1895, with abstract returns of accidents to trains, etc., on the open lines of Railway in India for the nine months ending the 30th September 1894.

Abstract No. 4, on pages 14 and 15 of the accompanying returns, shows the accidents to trains, rolling-stock, permanent-way, etc., reported during the nine months ending the 30th September 1894, and distinguishes the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

The total number of accidents and the casualties resulting therefrom, as compared with the average of the three previous corresponding periods, are summarised in the following table under the heads "Standard gauge," "Metre gauge" and "Special gauges":

	NUMBER.			NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act (IX of 1890).	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>									
Nine months ending the 30th September 1894	81	1,950	2,031	(a)8	(b)48	7	25	15	73
Average of the corresponding periods of the three previous years	104	1,805	1,909	5	24	7	40	12	64
<i>Metre gauge.</i>									
Nine months ending the 30th September 1894	19	1,535	1,554	...	(b)28	2	8	2	36
Average of the corresponding periods of the three previous years	24	1,445	1,469	2	15	6	9	8	24
<i>Special gauges.</i>									
Nine months ending the 30th September 1894 . . . . .	...	69	69	...	...	...	...	...	...
Average of the corresponding periods of the three previous years	2	43	45	...	...	...	...	...	...
Total all gauges for nine months ending the 30th September 1894	100	3,554	3,654	(a)8	(c)76	9	33	17	109
Average of the corresponding periods of the three previous years	130	3,293	3,423	7	39	13	50	20	89

(a) Not passengers.

(b) Of these, three were not passengers.

(c) Of these, six were not passengers.

2. The following table shows, for each gauge separately, the percentage of increase or decrease in the number of accidents, in the mean mileage worked, and in the train-mileage run, during the nine months ending the 30th September 1894, as compared with the average of the three previous corresponding periods :

	INCREASE OR DECREASE AS COMPARED WITH THE AVERAGE OF THE CORRESPONDING PERIODS OF 1891, 1892 AND 1893.					
	ACCIDENTS.		MEAN MILEAGE.		TRAIN-MILEAGE.	
	No.	Per cent.	Miles.	Per cent.	Miles.	Per cent.
Standard	+ 122	+ 6'39	+ 538	+ 5'01	+ 1,347,223	+ 3'94
Metre	+ 85	+ 5'79	+ 490	+ 7'47	+ 1,283,978	+ 9'81
Special	+ 24	+ 53'33	...	...	22,770	7'28
TOTAL	+ 231	+ 6'75	+ 1,028	+ 5'86	+ 2,653,971	+ 5'48

3. The principal variations in the number of accidents reported in connection with the working of the several gauges, as compared with the average of the corresponding periods of the three previous years, are shown in the statement below under the classification adopted in abstract No. 4 of the returns :

GAUGE AND CLASSIFICATION.	INCREASE OR DECREASE.			Percentage of increase or decrease.
	Serious.	Minor.	Total.	
<i>Standard gauge.</i>				
Passenger trains or parts of passenger trains leaving the rails	-8	-10	-18	-40'91
Goods trains or parts of goods trains, engines, etc., leaving the rails	-3	-13	-16	-10'39
Trains running over cattle on the line	+1	+116	+117	+15'66
Trains running over obstructions on the line	+7	-20	-13	-17'81
The bursting of tubes, etc., of engines	+1	+55	+56	+109'80
The failure of machinery, springs, etc., of engines	+1	+50	+51	+23'61
The flooding of portions of permanent-way	-2	+40	+38	+77'55
Fire in trains	-1	-56	-57	-61'96
Fire at stations, or involving injury to bridges or viaducts	-2	-16	-18	-45'00
Under head "Other accidents"	-5	-11	-16	-42'90
<i>Metre gauge.</i>				
Trains running over cattle on the line	-2	+19	+17	+2'03
The bursting of tubes, etc., of engines . . . . .	...	+16	+16	+28'07
The failure of machinery, springs, etc., of engines . . . . .	...	+33	+33	+31'73
The flooding of portions of permanent-way	-4	+19	+15	+39'47
<i>Special gauges.</i>				
Goods trains, or parts of goods trains, engines, etc., leaving the rails	-1	+13	+12	+85'71
The flooding of portions of permanent-way . . . . .	...	+19	+19	+950'00

Standard gauge.

4. The increase under "Trains running over cattle on the line" was chiefly due to the occurrence of 46 more accidents of this nature on the East Indian railway as compared with the average of corresponding periods of the three previous years, and of 36 accidents on the East Coast (state) railway from which no returns were previously received.

5. Of the total increase of 56 accidents under "The bursting of tubes, etc., of engines," an increase of 52 occurred on the North Western (state) railway.

6. Out of a total increase of 51 accidents under "The failure of machinery, springs, etc., of engines," 48 were due to accidents on the Great Indian Peninsula railway.

7. There was an increase of 38 cases under "The flooding of portions of permanent-way," of which 19 were on the Bombay, Baroda and Central India railway, and 12 on the North Western (state) railway.

8. The principal variations under "Fire in trains" were decreases of 19 and 28 on the Great Indian Peninsula and the Madras railways, respectively.

Metre gauge.

9. Under "The failure of machinery, springs, etc., of engines," the increase was chiefly due to the Southern Mahratta railway, on which the number rose from 28 to 53.

Special gauges.

10. The increase under "The flooding of portions of permanent-way" was mainly due to the number recorded on the Morvi railway having risen from 1 to 15.

11. Taking all gauges together, the number of cattle accidents was largest on the Southern Mahratta railway, *viz.*, 344; next to that line comes the South Indian railway with 193, then the Rajputana-Malwa railway with 153, the East Indian and the North Western (state) railways with 149 each, the Eastern Bengal (state) railway with 126, the Oudh and Rohilkhand (state) railway with 95, the Great Indian Peninsula railway with 74, the Nizam's Guaranteed State railway with 72 and the Madras railway with 71.

In proportion to train-mileage run, the number of accidents was highest on the Rohilkhand and Kumaon railway, with an average of 1 accident in 6,367 train-miles run; the Nizam's Guaranteed State coming next with an average of 1 in 6,960; then the Southern Mahratta, the Dibru-Sadiya, the Jodhpore-Bickaneer and the East Coast (state) railways with averages of 1 in 7,220, 1 in 8,240, 1 in 9,803, and 1 in 10,675, respectively.

The lowest number recorded in proportion to train-mileage run was on the Bombay, Baroda and Central India railway, *viz.*, 1 in 108,822; the Great Indian Peninsula railway coming next with 1 in 108,749; then the Gaekwar's Dabhoi railway with 1 in 62,186, the Burma (state) railway with 1 in 59,349, the East Indian railway with 1 in 54,999, and the North Western (state) railway with 1 in 48,198.

12. The casualties to passengers and to servants in the employ of railways or of contractors not coming under the classification adopted in abstract No. 4 of the returns, and the total casualties from all causes including trespassers, cases of suicide, etc., are compared, separately, for each gauge with the average of corresponding periods of the three previous years in the table below (for details, *vide* abstract No. 2).

GAUGES.	NINE MONTHS ENDING THE 30TH SEPTEMBER 1894.						AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.					
	PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.		PASSENGERS.		SERVANTS.		TOTAL ALL CAUSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Standard	37	94	116	292	386	522	39	104	103	342	341	358
Metro	6	38	26	72	87	181	7	28	25	76	112	154
Special	...	...	1	...	2	...	...	1	...	2	1	5
TOTAL	43	132	143	364	475	703	46	133	128	420	454	717

13. The following table shows, for the several gauges, the number of persons reported to have been killed or injured in yards, workshops, etc., or to have died in carriages or at stations from causes unconnected with the working of trains:

GAUGES.	Killed.	Injured.	Died.
Standard	35	206	494
Metro	2	30	130
Special	...	...	1
TOTAL	37	236	634

14. The statistical results for the period under review are summarised in the table below under certain selected heads:

PARTICULARS.	NINE MONTHS ENDING THE 30TH SEPTEMBER 1894.				AVERAGE OF THE CORRESPONDING PERIODS OF THE THREE PREVIOUS YEARS.			
	Standard.	Metre.	Special.	TOTAL.	Standard.	Metre.	Special.	TOTAL.
Mean mileage worked . . . Miles.	11,283	7,047	242	18,572	10,745	6,557	242	17,544
Train-mileage run . . . Miles.	35,560,593	14,369,117	300,091	50,229,801	34,212,370	13,085,139	312,861	47,611,370
Number of passengers carried . . . No.	66,098,180	35,100,404	634,822	101,833,406	59,218,206	29,974,208	556,549	89,749,021
Number of passenger units carried one mile . . . No.	3,017,095,290	1,347,972,590	16,475,107	4,381,543,005	2,741,024,733	1,231,341,803	14,830,481	3,987,177,017
Number of accidents per 100,000 train-miles run . . . No.	6	21	24	7	6	21	14	9
Proportion of passengers killed by accidents to trains (vide abstract No. 2) to number carried . . . No.	NIL	NIL	NIL	NIL	1 in 39,609,133	1 in 24,987,103	...	1 in 22,437,283
Proportion of passengers injured by accidents to trains (vide abstract No. 2) to number carried . . . No.	1 in 1,488,715	1 in 1,404,010	...	1 in 1,467,534	1 in 2,819,017	1 in 2,305,708	...	1 in 2,305,777
Proportion of passengers killed from all causes (vide abstract No. 2) to number carried . . . No.	1 in 1,810,599	1 in 5,850,067	...	1 in 2,389,009	1 in 1,444,348	1 in 3,330,447	...	1 in 1,794,586
Proportion of passengers injured from all causes (vide abstract No. 2) to number carried . . . No.	1 in 481,058	1 in 557,149	...	1 in 508,559	1 in 473,746	1 in 731,078	1 in 550,949	1 in 837,419
Proportion of passengers killed and injured from all causes (vide abstract No. 2) to number carried . . . No.	1 in 380,637	1 in 508,02	...	1 in 419,896	1 in 396,737	1 in 599,484	1 in 550,549	1 in 413,300
Proportion of passengers killed and injured from all causes (vide abstract No. 2) to number of passenger units carried one mile . . . No.	1 in 17,142,076	1 in 19,535,835	...	1 in 17,883,482	1 in 16,512,197	1 in 24,626,836	1 in 14,810,481	1 in 16,374,086

15. The accidents for the third quarter of 1894 are dealt with in the following note:

Note on the accidents for the third quarter of 1894.

The following table gives the number of accidents, as classified in abstract

Casualties resulting from accidents to trains, rolling-stock, etc., for the third quarter of 1894.

No. 4 of the returns, which resulted in loss of, or injury to, life and limb, and shows the railways on which they occurred:

RAILWAY.	Number of accidents reported during the 3rd quarter of 1894.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<i>Standard gauge.</i>							
Bengal-Nagpur	1	...	...	...	1	...	1
North Western (state)	3	...	6	...	5	...	11
Oudh and Rohilkhand (state)	1	...	...	...	2	...	3
Eastern Bengal (state)	1	...	...	...	1	...	1
Great Indian Peninsula	1	...	11	...	1	...	12
Bombay, Baroda and Central India	1	...	...	1	...	...	...
<i>Metre gauge.</i>							
Rajputana-Malwa	2	...	2	...	1	...	3
Southern Mahratta	2	...	1	1	3	1	4
TOTAL		...	20	2	14	2	34
Average of the three corresponding quarters of 1891, 1892 and 1893 . . . . .		...	3	2	19	3	22

(2) *Bengal-Nagpur railway.*—On the 22nd August 1894, a ballast train ran into a trolley at mileage 358-13 between Jamga and Kanika stations. A trolleyman was injured.

(3) *North-Western (state) railway.*—On the 16th July 1894, a trolley was derailed at mileage 554-4 near Mudgorge, in consequence of a piece of stone having got jammed between the check rail and the line. A trolleyman was seriously injured.

On the 17th August 1894, the up mail was derailed at Chaman during shunting operations owing to the points not having been properly set. A pointsman was injured.

On the 13th September 1894, a collision took place at Kathála between the down mixed and the ferry train owing to the former having been turned on to the wrong line. Six passengers and three railway servants were injured. The station master to whose carelessness the accident was due has been prosecuted.

(4) *Oudh and Rohilkhand (state) railway*.—On the 25th August 1894, the down passenger train collided with an up light engine at the Malihabad station. Two servants were injured.

(5) *Eastern Bengal (state) railway*.—On the 6th September 1894, a dog-cart collided with the footboard of the engine of a down special train at a level-crossing gate in the Brace Bridge Hall yard. The accident was due to the driver of the dogcart having effected an entrance by breaking open the gate. The gateman was injured.

(6) *Great Indian Peninsula railway*.—On the 28th July 1894, a collision took place between an up goods and the down passenger train near Talegaon, resulting in the derailment of the former. The accident was due to the driver of the up goods train having left Talegaon without a "line clear." Eleven passengers and a railway servant were injured, and the rolling-stock considerably damaged. The driver, who was to blame for the accident, was prosecuted and sentenced to six weeks' simple imprisonment.

(7) *Bombay, Baroda and Central India railway*.—On the 2nd August 1894, the rear portion of a ballast train, which had been divided into two portions for facility of work, ran down a falling grade at mileage 41 between Dohad and Jékót stations on the Godhra-Rutlam section and collided with the front portion. A cooly was run over and killed.

(8) *Rajputana-Malwa railway*.—On the 18th August 1894, a bullock-cart was knocked off the line by the up passenger train at a level-crossing gate at mileage 334.2 near Choral. A girl, who was riding in the cart, was slightly injured.

On the 25th September 1894, the up through mixed train collided with a down goods train at Fatehgarh, owing to the pointsman having erroneously lowered the distant signal and opened the locked points of the line where the down goods train was waiting for the mixed train to cross. A passenger and a railway servant were slightly injured. The pointsman at fault was prosecuted.

(*Southern Mahratta railway*.—On the 30th August 1894, a down goods train ran into a gap in the bank, caused by a flood, behind the east abutment of a bridge at mile 292.5 near Rangapuram. The engine cannoned into the end of the bank still standing and falling back, knocked the east abutment down. The engine tender and a third class dropped into the nullah and were considerably damaged. A railway servant was killed and three others were injured. The watchman, to whose negligence the accident was due, was prosecuted.

On the 5th September 1894, a bullock-cart was run into by the up mixed train at a level-crossing gate at mileage 150.22 near Munirabad. The cartman was slightly injured. The gateman, who was to blame for having left the gate open, was prosecuted and sentenced to three months' rigorous imprisonment.

ORDER.—Ordered that the above note, with the abstract returns, be communicated for information to the Local Governments and Administrations, and to the officers noted in the margin.

The Governments of Madras, Bombay, Bengal, North-Western Provinces and Oudh, and the Punjab.
The Chief Commissioners of the Central Provinces, Burma, Assam and Coorg.
The Resident at Hyderabad.
The Resident in Mysore.
The Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Director General of Railways.
The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

Ordered also that copies be forwarded for the information of Her Majesty's Government.

Ordered further that the note with the abstract returns, be published in the Supplement to the *Gazette of India*.

F. B. HEBBERT,
Under-Secretary.

Documents accompanying.

Abstract returns of accidents for the nine months ending the 30th September 1894.

Enclosure to P. W. D. No. 213 R. Stat., dated the 5th June, 1895.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER OF PERSONS reported, during the NINE months ending 30th September 1894, as KILLED OR INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
PASSENGERS:—								
From accidents to trains, rolling-stock, permanent-way, etc. . . . .	...	45	...	25	...	...	...	70
By accidents from other causes, including accidents from their own want of caution or misconduct	37	94	6	38	...	...	43	132
SERVANTS:—								
From accidents to trains, rolling-stock, permanent-way, etc.	7	25	2	8	...	...	9	33
By accidents from other causes, including accidents from their own want of caution or misconduct	116	292	26	72	1	...	143	364
OTHER PERSONS:—								
Whilst passing over railways at level-crossings	18	5	5	3	...	...	23	8
Trespassers	146	48	44	34	1	...	191	82
Suicides	57	6	4	...	...	...	61	6
Miscellaneous, not included in either of the above	5	7	...	1	...	...	5	8
TOTAL .	386	522	87	181	2	...	475	708

ABSTRACT

NUMBER of PERSONS reported, during the NINE months ending 30th September 1894, as KILLED or INJURED in INDIA by PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable.

Serial Number.	RAILWAYS.	PASSENGERS.														Total passengers.	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.														Total passengers.	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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				1. From falling between carriages and platform.	2. Falling on to the platform, balustrade, etc., when getting into or out of train.	3. Whilst crossing the line at stations.	4. By the closing of carriage doors.	5. Falling out of carriages during the travelling of trains.	6. Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.		Injured.			Killed.	Injured.	Killed.	Injured.	1. During shunting operations.	2. Falling off engines, waggons, etc.	3. Coming in contact with over-bridges, etc., during the travelling of train.	4. Coming in contact, while shunting, with vehicles, etc., standing in adjoining lines.	5. Getting on or off trains, engines, etc.	6. Whilst loading, unloading or shunting.	7. Whilst breaking, spragging or checking wheels.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed

Includes the Delhi-Delhi-Ka and Tarkasur railways.

the Bhupat-Berat railway, the Hyderabad-Umar Kot, Rajpura-Bhatinda, and Jammu and Kashmir railways.

(d) Includes the narrow gauge sections, the Bengal Central and the Cochin State railways.

No. 2.

the TRAVELLING OF TRAINS OR THE MOVEMENT OF VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the accidents occasioning the death or injury.

VANTS.

ACCIDENTS TO TRAINS, ETC.

OTHERS.

ACCIDENTS TO TRAINS, ETC.																								OTHERS.										Serial Number.						
8. Whilst working at cranes or capstans.		9. Whilst working on the permanent-way or in sidings.		10. Whilst walking along the line on the way home, or to work.		11. Whilst walking, crossing, or standing on the line.		12. Whilst passing between vehicles.		13. Whilst attending to the machinery of engines, cleaning them, etc.		14. Whilst attending to gates at level-crossings.		15. Falling or being caught between vehicles and platforms.		16. Falling off ladders, scaffolds, platforms, etc.		17. By falling of lamps, wagon-doors, timber, weights, etc.		18. Whilst coupling or uncoupling wagons.		19. Miscellaneous.		Total.		Total servants.		Whilst passing over railways at level-crossings.		Trespassers.		Suicides.		Miscellaneous.		Total others.		Total all classes.		Serial Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.			
1	3	2	7	9	1	4	1	1	1	1	4	2	2	4	22	41	24	42	47	11	21	2	1	4	60	17	114	89	I											
		1	1											3	3	6	3	8	1	8		6	1		15	1	18	11	II											
			2	1												1	2	4	2	8		5	3		5	3	7	12	III											
1	1		1	11	4	3	4	1	2		2	1						2	3	5	2	36	29	36	35	3	1	22	9	9		1	34	11	80	75	IX			
	1		1																	2	5	3	5	6	1	10	6	12	3	2		25	9	30	24	XI				
	1								2										1	9	11	25	15	26	5	3	24	8	5			34	11	50	66	XII				
			1	1					1									1		1	3	6	3	8		4	2					4	2	8	11	XV				
1	3		6	7	2				3		1		20	3	14		20	17	119	17	124	5		12	5	4		1		22	5	41	159	XVIII						
	1	1	1		1	3			1		2							3			5	5	26	6	27	1		6	1			1	8	1	14	32	XIX			
			3	4												3		2	1	2	4	17	4	17	1		7	2			2	8	4	13	25	XX				
1	1	3	1	1			2		3							1	1		1			8	16	8	16	1	1	1	1				2	2	11	16	XXVI			
2	1	6	7	6	32	29	7	6	1	9	4	2	3	6	1	3	2	32	7	21	9	40	116	292	123	317	18	5	146	48	57	6	5	7	226	66	386	522		
4	4	9	5	3	29	29	4	5	11	5	4	2	2	6	1	8	1	16	7	23	16	79	103	342	109	378	9	6	134	38	41	3	7	8	191	55	341	556		
			1					1						1							1	3	6	3	6	2		13	7	3			18	7	21	15	XXXIII			
			1	1		3	1		1		1		1					1			6	18	6	19	1	1	9	12	1				11	13	20	48	XXXV			
	1		2	4														1		2	1		6	18	7	35		1	10	2			1	10	4	17	30	XXXVII		
	2		1	2	2									1		1	1				6	6	6	6	2	1	2	2					4	3	10	14	XL			
	1	2	1	5	6	5	2		1		2		2			1		3	1	2	1	2	20	45	22	56	5	3	34	23	4		1	43	27	68	116			

(A) Includes the Gackwar's Melsana and the Patanpur-Deesa railways.

(B) the Guntakal-Mysore frontier, the Southern Mahratta, Mysore Section, the Kolhapur, the Yessantpur-Mysore frontier, and the Mysore-Nanjangad railways.

(C) the Mayavaram-Mutpet railway.

ABSTRACT

NUMBER OF PERSONS reported, during the NINE months ending 30th September 1894, as KILLED or INJURED in INDIA by PASSENGERS, RAILWAY SERVANTS, and OTHER PERSONS, and classifying, as far as practicable,

		PASSENGERS.														SERVANTS, ETC.																	
Serial Number.	RAILWAYS.	From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.										Total passengers.		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.										Total servants, etc.					
		Killed.	Injured.	1. From falling between carriages and platforms.		2. Falling on to the platform, balcony, etc., when getting in or out of trains.		3. Whilst crossing the line at stations.		4. By the closing of carriage doors.		5. Falling out of carriages during the travelling of trains.		6. Other accidents.		Total.	Total passengers.	Killed.	Injured.	1. During shunting operations.		2. Falling off engines, waggons, etc.		3. Coming in contact with over-bridges, etc., during the travelling of trains.		4. Coming in contact, while shunting, with vehicles, etc., standing in adjoining lines.		5. Getting on or off trains, engines, etc.		6. Whilst loading, unloading or shunting.		7. Whilst breaking, spragging or checking wheels.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.					Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Brought forward	7	...	...	...	2	1	...	1	...	2	...	22	1	...	3	26	3	38	2	3	...	10	3	6	...	...	1	2	...	7	...
	Metro gauge—conclid.																																
	State line worked by the State.																																
XLIV	Burma (state)	18	...	...	...	...	...	...	...	...	3	10	...	...	...	3	10	3	28	...	...	...	...	...	5	...	...	...	1	...	...	...
	Assisted companies.																																
XLVI	Deoghur																																
XLVII	Rohilkund and Kumaon (Company's section) (a)																					1											
XLVIII	Bengal Doars																					1											
XLIX	Dibru-Sadiya																										1						
	Lines owned and worked by native states																																
L	Jodhpore-Bickaneer—Jodhpore section												1			1		1				1	1			1	2	1					
	Bickaneer "																																
LVI	Bhavnagar-Gondal-Junagar-Porbandar (b)											1				1		1												1			
	TOTAL	2	...	2	1	...	1	2	3	34	1	...	6	38	6	63	2	8	2	10	6	8	...	5	2	5	1	9	...	...	...	...
	Average for 3 previous corresponding periods	2	13	1	1	1	2	...	1	4	23	1	1	7	28	9	41	6	9	4	7	7	12	...	1	...	4	8	...	7	...	...
	Special gauges.																																
	State line worked by the State.																																
LXII	Jorhat (2' 0")																																
	Assisted company.																																
LXIII	Darjeeling-Himalayan (2' 0").																																
	Line owned by native state and worked by company.																																
LXIV	The Guekwar's Dabhoi (2' 6").																																
	Line owned and worked by native state.																																
LXVI	Morvi (2' 6")																																
	TOTAL																																
	Average for 3 previous corresponding periods																																
	GRAND TOTAL	70	9	5	6	18	2	3	1	5	18	92	7	9	43	32	43	202	9	38	16	28	11	32	1	2	1	11	19	8	64	...	
	Average for 3 previous corresponding periods	4	34	7	11	6	11	3	3	1	3	23	93	6	12	46	133	50	167	12	46	12	30	15	42	3	4	3	4	10	30	4	66

(a) Includes the Rohilkund and Kumaon (Lucknow-Bareilly section).
(b) " the Javalser Rajkot railway.

No. 2—concl'd.

the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the accidents occasioning the death or injury.

[illegible]

ABSTRACT No. 3.

ACCIDENTS TO TRAINS, ROLLING STOCK, PERMANENT-WAY, etc., reported during the nine months ending 30th September 1891, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

	East Indian (c).				Bengal-Nagpur.				Indian Midland (c).				North Western (State) (d).			
	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes	No.	Number of passengers and others		Total all classes
		Killed.	Injured.			Killed.	Injured.			Killed.	Injured.			Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods of mineral trains, engines and vehicles standing foul of the line.
3. Collisions between goods trains or parts of goods trains.
4. Collisions between light engines.
5. Passenger trains or parts of passenger trains leaving the rails.
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.
9. Trains running over cattle on the line.
10. Ditto through obstructions on the line.
11. Ditto through gates at level-crossings.
12. The bursting of boilers of engines.
12(a). Ditto of tubes, etc., of engines.
13. The failure of machinery, springs, etc., of engines.
14. The failure of tyres.
15. Ditto of wheels.
16. Ditto of axles.
17. Ditto of brake apparatus.
18. Ditto of couplings.
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails.
21. The flooding of portions of permanent-way.
22. Slips in cuttings or embankments.
23. Fire in trains.
24. Fire at stations, or involving injury to bridges or viaducts.
25. Other accidents.
TOTAL ALL CLASSES	4 330	334	...	4	2	1	2	5	12	83	95	1(b)	...	2	1	2

(c) Includes the Delhi-Umber-Kahta and Tarkapur railways.

(d) Not a passenger.

(e) Includes the Bhopal-Itarsi railway.

(f) Includes the Hyderabad-Umarot, the Rajpura-Bhatinda, the Jammu and Kashmir railways.

(e) includes the Delhi-Umballa-Kalka and Tarteost railway.

(b) Not a passenger.

(c) Includes the ...

(d) Includes the Hyderabad-Umarkot, the Rajpura-Bhatinda, and the Jammu and Kashmir railways.

STANDARD GAUGE—contd.

(a) Includes the narrow-gauge sections, the Bengal Central and the Cooch Behar railways.

Not passengers.

(c) Of these three were not passengers.

(d) Includes the Wardha Coal, Dhond-Manmad, Khamgaon and Amsooli railways.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	BOMBAY, BARODA AND CENTRAL INDIA (a).					MADRAS (c).					THE NIZAM'S DOMINIONS STATE (d).					NORTH-WESTERN (EVEN OF AND COMPANY'S RAILWAYS).					
	No.	Total.	Number of passengers and others.		Total all classes.	No.	Total.	Number of passengers and others.		Total all classes.	No.	Total.	Number of passengers and others.		Total all classes.	No.	Total.	Number of passengers and others.		Total all classes.	
			Killed.	Injured.				Killed.	Injured.				Killed.	Injured.				Killed.	Injured.		Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line
3. Collisions between goods trains or parts of goods trains
4. Collisions between light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains or parts of goods trains, engines, etc., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Trains running over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(a). Ditto of tubes, etc., of engines
13. The failure of machinery, springs, etc., of engines
14. The failure of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts
25. Other accidents
TOTAL ALL CLASSES	1 107	108 1 (b)	1	1	2 1	1	89	90	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Includes the Gashwar's Pottal and the Godhra-Battam railways. (b) Not a passenger. (c) Includes the Kolar Gold-Fields railway. (d) Includes the Baroda extension railway.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

RAJPUTANA-MALWA (a).										SOUTHERN MYSORE (d).										SOUTH INDIA (c).											
No.		Number of passengers and others		Number of servants		Total all classes		No.		Number of passengers and others		Number of servants		Total all classes		No.		Number of passengers and others		Number of servants		Total all classes		No.		Number of passengers and others		Number of servants		Total all classes	
Other accidents.		Accidents reported to Local Government under Act, No. IX of 1880.		Total.		Killed.		Injured.		Killed.		Injured.		Total.		Killed.		Injured.		Killed.		Injured.		Total.		Killed.		Injured.		Total.	
1. Collisions between passenger trains or parts of passenger trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	...	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Ditto between light engines	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Ditto over cattle on the line	...	153	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	19	...	1(b)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Ditto through gates at level-crossings	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	32	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. Ditto of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	30	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slip in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES		2 537 939	...	2(c)	...	1	...	3	8 568 516	...	7(c)	...	2	7	14	...	238	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Includes the Coalgate's Mysore and the Pal's Mysore railways.
(b) Not a passenger.
(c) Includes the Mysore section, the Kolar, the Yerranpur-Mysore section, and the Mysore-Mangalore railway.
(d) Includes the Mysore section, the Kolar, the Yerranpur-Mysore section, and the Mysore-Mangalore railway.

METRIC GAUGE -contd.

[illegible]

TABLE NO. 2.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	BEGAL DOAB.										JUDHIANA.										JODHPUR AND BIKANER SECTIONS.														
	No.					Number of passengers and others					No.					Number of passengers and others					No.					Number of passengers and others									
	Total.					Killed.					Injured.					Killed.					Injured.					Killed.					Injured.				
	Other accidents.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Other accidents.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.	Government under section 83 of the Indian Railways Act, No. IX of 1880.					
1. Collisions between passenger trains or parts of passenger trains			
2. Ditto ditto and goods or mineral trains, engines, and vehicles standing foul of the line			
3. Collisions between goods trains or parts of goods trains			
4. Ditto light engines			
5. Passenger trains or parts of passenger trains leaving the rails			
6. Goods trains or parts of goods trains, engines, &c., leaving the rails			
7. Trains or engines travelling in the wrong direction through points			
8. Trains running into stations or sidings at too high a speed			
9. Ditto over cattle on the line			
10. Ditto over obstructions on the line			
11. Ditto through gates at level-crossings			
12. The bursting of boilers of engines			
12(a). Ditto of tubes, &c., of engines			
13. The failure of machinery, springs, &c., of engines.			
14. Ditto of tyres			
15. Ditto of wheels			
16. Ditto of axles			
17. Ditto of brake apparatus			
18. Ditto of couplings			
19. Ditto of tunnels, bridges, viaducts, culverts, &c.			
20. Broken rails			
21. The flooding of portions of permanent-way			
22. Slips in cuttings or embankments			
23. Fire in trains			
24. Fire at stations, or involving injury to bridges or viaducts			
25. Other accidents			
TOTAL ALL CLASSES	8	1	...	...	...	71	72	...	...	...	56	56	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Not a passenger.

Abstract No. 3.—Accidents to Trains, Rolling Stock, Permanent-way, etc., reported during the nine months ending 30th September 1894, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—continued.

	THE GAKHWAL DISTRICT (3' 6").										MORVI (3' 6").									
	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.					Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1880.				
	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.	No.	Total.	Killed.	Injured.	Number of passengers and others.
1. Collisions between passenger trains or parts of passenger trains
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foot of the line
3. Ditto ditto or parts of goods trains
4. Ditto light engines
5. Passenger trains or parts of passenger trains leaving the rails
6. Goods trains or parts of goods trains, engines, etc., leaving the rails
7. Trains or engines travelling in the wrong direction through points
8. Trains running into stations or sidings at too high a speed
9. Ditto over cattle on the line
10. Ditto over obstructions on the line
11. Ditto through gates at level-crossings
12. The bursting of boilers of engines
12(a). Ditto of tubes, etc., of engines
13. The failure of machinery, springs, etc., of engines
14. Ditto of tyres
15. Ditto of wheels
16. Ditto of axles
17. Ditto of brake apparatus
18. Ditto of couplings
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails
21. The flooding of portions of permanent-way
22. Slips in cuttings or embankments
23. Fire in trains
24. Fire at stations, or involving injury to bridges or viaducts
25. Other accidents
TOTAL ALL CLASSES	10	10	6	6	..	2	2	3	3	..	20	20	15	15	..	15	15	..	..	..

ABSTRACT

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., on the several RAILWAYS open for different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY

	STANDARD GAUGE LINES.												METRE GAUGE.								
	Average number of accidents during the three previous corresponding periods of 1891, 1892, and 1893.			NINE MONTHS ENDING 30TH SEPTEMBER 1894.										Average number of accidents during the three previous corresponding periods of 1891, 1892, and 1893.			NINE MONTHS ENDING 30TH				
				Number.			Number of passengers and others			Total all classes							Number.			Number of passengers and others	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.	Other accidents.	Total.	Killed.	Injured.	
1. Collisions between passenger trains or parts of passenger trains	1	1	2	1	1	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	9	13	22	6	15	21	...	28	...	9	...	37	2	10	12	4	4	8	...	1	...
3. Collisions between goods trains or parts of goods trains	6	46	52	...	63	63	...	...	1	...	1	...	2	16	17	...	17	17	...	...	...
4. Collisions between light engines	1	17	18	...	11	11	...	...	1	...	1	...	...	6	5	...	5	5	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	18	26	44	10	16	26	...	...	1	...	1	...	3	23	26	2	20	22	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	11	143	154	6	180	186	...	...	2	...	2	...	3	82	85	2	86	88	...	...	...
7. Trains or engines travelling in the wrong direction through points	2	34	36	3	40	43	...	...	1	...	1	...	1	15	16	1	13	14	...	...	...
8. Trains running into stations or sidings at too high a speed	1	3	4	3	6	9	...	10	4	...	4	10	...	3	3	1	13	14	...	...	...
9. Trains running over cattle on the line	2	745	747	3	861	864	(a)	(a)	...	1	...	1	3	834	837	1	853	854	...	...	...
10. Trains running over obstructions on the line	5	66	71	12	48	60	7	3	2	7	9	10	2	36	38	...	39	39	...	(a)	...
11. Trains running through gates at level-crossings	2	23	25	1	19	20	...	...	1	...	1	...	...	21	21	...	11	11	...	...	...
12. The bursting of boilers of engines	...	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines	...	51	51	1	106	107	...	...	...	...	...	...	...	57	57	...	78	78	...	...	...
13. The failure of machinery, springs, etc., of engines	...	216	216	1	266	267	...	...	...	...	...	...	...	104	104	...	137	137	...	...	...
14. The failure of tyres	1	5	6	...	3	3	...	...	...	...	...	...	...	4	4	...	6	6	...	...	...
15. Ditto of wheels	...	2	2	...	2	2	...	...	...	...	...	...	...	1	1	...	1	1	...	...	...
16. Ditto of axles	1	13	13	1	7	8	...	...	...	...	...	...	2	17	19	2	27	29	...	6	...
17. Ditto of brake apparatus	...	...	...	...	2	2	...	...	...	...	...	...	...	4	4	...	3	3	...	...	...
18. Ditto of couplings	1	61	62	2	49	51	...	7	...	1	...	6	...	95	95	...	91	91	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	4	4	8	2	6	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	31	31	...	35	35	...	...	...	...	...	...	...	10	10	...	12	12	...	...	...
21. The flooding of portions of permanent-way	23	26	49	21	66	87	...	...	...	...	...	...	6	32	38	2	51	53	...	...	...
22. Slips in cuttings or embankments	7	31	38	3	33	36	...	...	...	...	...	...	...	2	2	...	1	1	...	...	...
23. Fire in trains	2	90	92	1	34	35	...	...	...	...	...	...	...	33	33	...	39	39	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	2	38	40	...	22	22	1	...	...	1	...	...	...	7	7	...	4	4	...	...	...
25. Other accidents	5	119	124	...	108	108	...	...	1	...	1	...	...	34	34	1	24	25	...	...	...
TOTAL FOR THE NINE MONTHS ENDING 30TH SEPTEMBER 1894				81	1,950	2,031	(a)	(b)	7	25	15	73				19	1,535	1,554	...	(b)	...
Average of the three previous corresponding periods of 1891, 1892 and 1893				104	1,805	1,909	5	24	7	40	12	64				24	1,445	1,469	2	15	...
Mean mileage worked	11,283												7,047								
Number of servants employed	133,894												52,656								
Train-mileage of all descriptions	35,540,593												14,869,117								
Number of passengers carried	66,902,140												35,100,404								
Passenger-mileage	3,017,005,299												1,347,972,599								
Per mile open—																					
Train-mileage of all descriptions	3,152												2,030								
Number of passengers carried	5,446												4,981								
Passenger-mileage	267,393												191,233								
Total passengers—																					
Killed per million of passengers	...												...
Injured per million of passengers	0.673												0.712								
Killed per million of passenger miles	...												...
Injured per million of passenger miles	0.014												0.019								

(a) Not passengers.

(b) Of these three were not passengers.

TRAFFIC in INDIA, reported during the NINE MONTHS ending 30th September 1894, distinguishing the SERVANTS KILLED or INJURED in each class of accident.

[illegible]

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Weather Review of India for the Week ending at 8 a.m. on
Saturday, June 8th, 1895.**

During the whole of the past week the appearance of the monsoon in Ceylon and along the west coast of India and its full establishment over the Bay have been anticipated. But throughout the week abnormal conditions have existed over Southern India and Ceylon, and have been opposed to an early and strong advance of monsoon winds. Over the Bay conditions have perhaps been a trifle less unfavourable to an advance of monsoon winds than they have been in the Arabian Sea, but the rainfall, which has occurred during the week in Burma, Assam, and Bengal, has been of an intermittent, and scattered character showing an absence of any steady current from the Bay. On Friday, the 7th, and the following day a somewhat remarkable fall of rain occurred along the North-Western Himalayas. On these days there was an entire absence of rain along the West Coast, and almost entire absence from Bengal, yet heavy monsoon rainfall occurred over the Kumaun and North-Western Himalayas, as well as over the plains at their foot. Owing to the delay in the establishment of the rains, there has been a general excess of temperature during the week, the excess being most marked in the Peninsula and the Central Provinces, where, under normal conditions, the rains would by now have been more or less established.

Daily Summary.—*Sunday.*—Pressure had increased slightly to briskly over the whole area. Pressure was above the normal, except in the extreme south, and gradients were only moderate. Strong westerly winds continued in Sind, Kathiawar, and the central parts of the country, but elsewhere the winds were light and unsteady, and on the Malabar Coast were north-easterly. Showers had occurred fairly generally in Burma, Bengal, and Assam, and at a few scattered places in the Peninsula. The heaviest fall was 4.46 inches at Diamond Island.

Monday.—Pressure had decreased at the majority of stations, but the changes were small, and the general conditions were unchanged. Pressure was normal in Malabar and the Punjab, and in excess elsewhere. Winds were practically unchanged. Calms were reported on the Malabar Coast. Showers had again occurred in Burma, Assam, East and North Bengal, and at a few places in the Peninsula.

Tuesday.—The barometer was steady at Colombo and in Southern India, and had risen elsewhere. Pressure was in large excess in Assam, in considerable excess in Bengal, Burma, North Bombay, and the central parts of the country, and in slight excess in other parts of the country. The winds were still unchanged, and calms and unsteady winds continued on the west coast of India and in Ceylon. Showers were very general over North-Eastern India, and scattered showers were reported from a few places in the Peninsula.

Wednesday.—The barometric changes were very small, and the general distribution was unchanged in character. The large excess of pressure over North-Eastern India, and the considerable excess over Central India and the north of the Peninsula had been firmly maintained. The winds generally were light in force and abnormal and unsteady in direction, except in Sind, Kathiawar, and Central India, where strong westerly winds, and along the foot of the Hills, where light easterly winds, were reported. A good deal of light rainfall was reported from Bengal and Assam, but elsewhere there was very little rain.

Thursday.—There was again no change of importance in the general distribution of pressure, and gradients were abnormally slight for the time of year. The winds were the same in direction and force as on the preceding day. Calms

and variable airs prevailed in Malabar. Light to moderate showers had fallen in Burma, Bengal, and the Peninsula. Cochin, Burdwan, Fort Stedman, and Moulin had received over 1 inch.

Friday.—Pressure had changed irregularly. It had increased briskly to rapidly in a small area in the north-west of the North-Western Provinces, while it had decreased over the Peninsula, Bengal, and Assam. Pressure was in large excess over the west of the North-Western Provinces, and in considerable excess in Burma, Bengal, Rajputana, and North Bombay. The easterly current of wind up the Gangetic plain had increased in strength, and the wind at Colombo was rising slightly. Elsewhere there was little change. Light to moderate thundershowers had occurred in Burma, Lower Bengal, and the Peninsula, and a series of considerable thundershowers had given heavyish rain to the west of the North-Western Provinces and to the Kumaun Himalayas.

Saturday.—The barometer had risen rapidly over the North and Central Punjab, and slightly to briskly over the remainder of India. Pressure was in large excess in the north and slight defect in the south; hence gradients were abnormally slight over the whole Indian area. Winds were inclined to strengthen at Colombo, but were abnormally light and unsteady over the greater part of India. Scattered showers due to dust and thunder storms had occurred over Burma, East Bengal, the west of the North-Western Provinces, the Punjab, the North-Western Himalayas, the Deccan, Central India, and Mysore. The amounts in only a few cases exceeded 1 inch.

Temperature.—Owing to the delay in the establishment of the monsoon currents over Western and Central India and owing to the extensive, though comparatively light, rainfall over parts of North-Western India, the temperature conditions of the week under review have been remarkable; for, while in Bombay and the Central Provinces the mean temperature has been steadily excessive throughout the week, the mean temperature in the Punjab and the North-Western Provinces underwent a sudden and large fall at the close of the week. The following table shows the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	JUNE 1895.							Mean variation of week.
	2nd	3rd	4th	5th	6th	7th	8th	
	0	0	0	0	0	0	0	0
Burma	—0·7	—0·7	+0·3	+0·7	+1·7	+1·0	+0·4	+0·4
Bengal and Assam	+1·5	+0·8	+0·1	—1·2	—2·7	—1·1	+0·2	—0·3
North-Western Provinces and Oudh	+1·9	+0·1	—0·2	+0·4	+0·2	—2·1	—4·8	—0·6
Punjab	+4·4	+3·3	+2·2	+1·9	+4·7	+4·2	—2·2	+2·6
Bombay	+3·2	+4·3	+4·7	+4·8	+4·8	+4·2	+4·2	+4·3
Central Provinces and Berar	+3·6	+4·0	+4·7	+4·1	+5·1	+4·5	+3·9	+4·3
Central India and Gujarat	0	—0·2	+0·2	+0·8	+1·4	+1·2	+0·6	+0·6
Sind and Rajputana	+0·6	+0·2	+0·7	+1·0	+1·1	+0·8	+0·1	+0·6
Madras	+3·7	+2·9	+2·9	+3·7	+3·1	+1·8	+2·0	+2·9
Mean for whole of India	+2·0	+1·6	+1·7	+1·8	+2·2	+1·6	+0·5	+1·6

The final line of figures shows that the mean temperature of the whole of India was excessive on each day of the week, the amount of the excess being fairly uniform, except on the last day, when, owing to the rainfall described above, a decided fall had occurred. The provincial variations exhibit a slight defect of temperature over Bengal, Assam, and the North-Western Provinces, and an excess

elsewhere. In Bombay and the Central Provinces this excess amounted to over 4° , in Madras to $2^{\circ}9'$, and in the Punjab to $2^{\circ}6'$, but elsewhere it was small and unimportant.

The highest maximum reported on each day was—

On June 2nd	$117^{\circ}6'$	at Jacobabad.
" 3rd	$113^{\circ}7'$	" "
" 4th	$114^{\circ}2'$	" "
" 5th	$112^{\circ}2'$	" "
" 6th	$115^{\circ}4'$	" Montgomery.
" 7th	$116^{\circ}4'$	" "
" 8th	$114^{\circ}1'$	" Dera Ismail Khan.

Rainfall.—The most marked features about the rainfall of the past week have been (1) the delay in the setting of the monsoon rains on the south-west coast of India and in the south of the Bay; and (2) the sudden burst of rain which occurred in parts of the North-Western Provinces and of the Punjab at the close of the week.

Notwithstanding the delay in the establishment of the monsoon, fairly general rainfall has prevailed throughout the country, the only divisions which received absolutely no rainfall being Oudh (South), Gujarat, Kathiawar, Sind, and Rajputana (West), while the divisions, which received a total of less than $0\cdot10$ inch for the week are the North-Western Provinces (East and Central), the Punjab (Central and West), Berar, all the Central Provinces divisions, and the East Coast, South. In all these divisions the week was absolutely or practically rainless, but in all other parts of the country rain was received in effective amounts. The only large average actual rainfall was in Tenasserim, and amounted to $10\cdot33$ inches; this was followed by $3\cdot93$ inches in Arakan, by $3\cdot37$ inches in Assam (Surma), by $2\cdot50$ inches in North Bengal, and by $2\cdot43$ inches in East Bengal. These were the heaviest average rainfalls, while the lightest effective rainfall was an average of $0\cdot13$ inch in Madras, South. In nearly every part of the country the rainfall was lighter than is usually experienced during the week under review. This was particularly noticeable in the case of those divisions which are most exposed to the first advances of the monsoon; thus Arakan had a deficiency of $8\cdot37$ inches, Malabar of $9\cdot40$ inches, Coorg of $5\cdot39$ inches, and the Konkan of $5\cdot33$ inches. All the cases of excessive rain were small, and were confined, with one exception, to the Punjab and North-Western Provinces. The largest excess was $0\cdot91$ inch in Tenasserim, followed by $0\cdot59$ inch in the North-Western Provinces, Submontane division.

With the present report a new rainfall period, that of the south-west monsoon, is commenced; hence the information in the three last columns of the table is the same as that given in the first three.

The following heavy falls of rain are reported: Amherst (Tenasserim) $10\cdot94$ inches, Dedaye, (Maubin) $5\cdot21$ inches, Shwegyin $5\cdot52$ inches, Akyab $7\cdot28$ inches, Narayanganj $5\cdot78$ inches, Sylhet $9\cdot18$ inches, Jessore $5\cdot55$ inches, Pirganj (Rungpur) $7\cdot13$ inches, Alipur (Jalpaiguri) $8\cdot29$ inches, Man (Jhansi) $4\cdot00$ inches, Jansath (Muzaffarnagar) $3\cdot20$ inches, Dharmsala $3\cdot35$ inches, Khushab (Shahpur) $2\cdot97$ inches, Udipi (Mangalore) $2\cdot33$ inches, Huliya (Tumkur) $2\cdot54$ inches, Gokak (Belgaum) $5\cdot39$ inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 8TH, 1895.			RAINFALL DATA FROM JUNE 2ND TO JUNE 8TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June 2nd to June 8th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	10'33	9'42	+ 0'91	10'33	9'42	+ 10
	Lower Burma	1'67	4'50	- 2'83	1'67	4'50	- 63
	Central Burma	1'36	4'06	- 2'70	1'36	4'06	- 67
	Upper Burma	1'15	?	?	1'15	?	?
	Arakan	3'93	12'30	- 8'37	3'93	12'30	- 68
BENGAL AND ASSAM	East Bengal	2'43	4'43	- 2'00	2'43	4'43	- 50
	Assam (Surma)	3'37	7'33	- 3'96	3'37	7'33	- 54
	Do. (Brahmaputra)	1'70	3'52	- 1'82	1'70	3'52	- 52
	Deltaic Bengal	1'93	2'39	- 0'46	1'93	2'39	- 19
	Central Bengal	1'65	1'92	- 0'27	1'65	1'92	- 14
	North Bengal	2'50	4'55	- 2'05	2'50	4'55	- 45
	Orissa	0'68	1'15	- 0'47	0'68	1'15	- 41
	Chota Nagpur	0'70	1'02	- 0'32	0'70	1'02	- 31
	Bihar (South)	0'16	0'39	- 0'23	0'16	0'39	- 59
NORTH-WESTERN PROVINCES AND ODDH.	Do. (North)	0'36	0'87	- 0'51	0'36	0'87	- 59
	North-Western Provinces (East)	0'03	0'21	- 0'18	0'03	0'21	- 86
	Do. (Submontane) (a)	0'02	0'37	- 0'35	0'02	0'37	- 95
	Oudh (South)	0	0'22	- 0'22	0	0'22	- 100
	Do. (North)	0'54	0'36	+ 0'18	0'54	0'36	+ 50
	North-Western Provinces (Central)	0'01	0'18	- 0'17	0'01	0'18	- 95
	North-Western Provinces (West)	0'33	0'18	+ 0'15	0'33	0'18	+ 83
	North-Western Provinces (Submontane) (b)	1'02	0'43	+ 0'59	1'02	0'43	+ 137
PUNJAB	Punjab (South)	0'19	0'20	- 0'01	0'19	0'20	- 5
	Do. (Central)	0'05	0'22	- 0'17	0'05	0'22	- 77
	Do. (Submontane)	0'29	0'26	+ 0'03	0'29	0'26	+ 12
	Do. (Hill Districts)	1'04	0'89	+ 0'15	1'04	0'89	+ 17
	Do. (North-West)	0'21	0'18	+ 0'03	0'21	0'18	+ 17
	Do. (West)	0'09	0'07	+ 0'02	0'09	0'07	+ 29
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	0'63	10'03	- 9'40	0'63	10'03	- 94
	Madras (South Central)	0'48	1'20	- 0'72	0'48	1'20	- 60
	Coorg	0'84	6'23	- 5'39	0'84	6'23	- 87
	Mysore	1'04	1'16	- 0'12	1'04	1'16	- 10
	Konkan	0'29	5'62	- 5'33	0'29	5'62	- 95
	Bombay Deccan	1'03	1'67	- 0'64	1'03	1'67	- 39
	Hyderabad (North) . . . . .	...	...	...	...	...	...
CENTRAL PROVINCES AND BERAR.	Khandesh	0'28	1'46	- 1'18	0'28	1'46	- 81
	Berar	0'05	1'13	- 1'08	0'05	1'13	- 96
	Central Provinces (West)	0'07	1'00	- 0'93	0'07	1'00	- 93
	Ditto (Central)	0'03	0'60	- 0'57	0'03	0'60	- 95
BOMBAY (NORTH)	Ditto (East)	0'01	0'91	- 0'90	0'01	0'91	- 99
	Gujarat	0	0'49	- 0'49	0	0'49	- 100
	Kathiawar	0	0'21	- 0'21	0	0'21	- 100
RAJPUTANA AND CEN- TRAL INDIA.	Sind	0	0'03	- 0'03	0	0'03	- 100
	Central India (East)	0'18	1'27	- 1'09	0'18	1'27	- 86
	Rajputana (East), Central	0'20	0'65	- 0'45	0'20	0'65	- 69
	India (West)	0	0'21	- 0'21	0	0'21	- 100
MADRAS	Rajputana (West)	0	0'21	- 0'21	0	0'21	- 100
	East Coast (North)	0'48	0'72	- 0'24	0'48	0'72	- 33
	Ditto (ditto) (a)	1'25	2'22	- 0'97	1'25	2'22	- 44
	Hyderabad (South)	0'59	0'88	- 0'29	0'59	0'88	- 34
	Madras (Central)	0'55	0'68	- 0'13	0'55	0'68	- 19
	East Coast (Central)	0'35	0'69	- 0'34	0'35	0'69	- 49
	Ditto (South)	0'05	0'59	- 0'54	0'05	0'59	- 92
	Madras (South)	0'13	0'38	- 0'25	0'13	0'38	- 66

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

SIMLA, 13th June 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 8th June.*—Rainfall moderate in parts of the Circars and the Deccan districts and Salem; light showers elsewhere. No rain in the Carnatic. The rainfall to date is generally below average on the West Coast and Carnatic districts. Ploughing and sowing are going on slowly in parts. The standing crops are generally fair. Pasture is scarce, but fodder is sufficient. Cattle are generally in good condition. Prices are practically stationary.

Bombay.—*For week ending 12th June.*—Rain in parts of the Deccan, Konkan, and Karnatak; more rain is required in parts of Thar and Parkar, Ahmednagar, and Dharwar. The standing crops are good, except in parts of Thar and Parkar where they have been damaged by high winds. Preparations for the monsoon crops are general. Sowing is progressing in parts of six districts, but is retarded in parts of Kanara and Ratnagiri for want of rain. Transplantation has commenced in Hyderabad. The fodder-supply is sufficient, and agricultural stock are in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 10th June.*—There was rain in all districts of Bengal Proper and in Cuttack; in Bihar there were local showers only. The sowing of early rice and jute is almost over, and both crops so far are doing well. The preparation of the land for the winter rice has commenced in Bihar. Rain is generally required for the sowing of the autumn crops. Sugarcane, indigo, and other standing crops are in good condition. The price of common rice is stationary.

North-Western Provinces and Oudh.—*For week ending 12th June.*—Rain has fallen in all but four districts, and the falls have been somewhat heavy in the Gorakhpur, Bareilly, and Jhansi districts. Preparations for the autumn crops are in active progress. Sugarcane and extra crops are being irrigated, and are doing well. Threshing and winnowing of the spring crops have terminated. Supplies and fodder are ample, except in Fyzabad where fodder continues insufficient. Prices are rising in five districts, but are generally stationary elsewhere.

Punjab.—*For week ending 12th June.*—Slight rain has fallen in Hissar, Delhi, Jullundur, Ferozepore, Amritsar, and in parts of the Umballa, Lahore, Rawal Pindi, and Shahpur districts. Harvesting of the spring crops is nearly over. The ploughings for the autumn crops have commenced in Umballa. Sowings are in progress in Lahore, Mooltan, and Shahpur, and weeding in Sialkot. The condition of the extra spring crops is average in Jullundur, and good in Dera Ismail Khan. The autumn crops are good in Amritsar, but more rain is wanted to complete the autumn sowings in Hissar and Rawal Pindi, where prospects are average. Young locusts are reported as having been hatched in a village of one tahsil of the Dera Ismail Khan district, but steps are being taken for their destruction. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Shahpur and Peshawar, normal in Umballa, and low elsewhere.

Central Provinces.—*For week ending 12th June.*—Weather very hot and cloudy with rainfall in the northern districts, Narsinghpur, and Hoshangabad.

There was a severe hailstorm in Narsinghpur on the 8th and a thunderstorm accompanied by rain at Nagpur on the 9th. Preparation of the land for the autumn crops continues. Prices are almost stationary.

Burma.—*For week ending 8th June.*—Rain has fallen in most districts. In Lower Burma agricultural operations have commenced in five districts; elsewhere preparations are in progress. In Upper Burma reaping of the dry-weather paddy is approaching completion, and cultivation of the wet-weather paddy has begun in most places. Sowing of the miscellaneous wet-weather crops is in progress in five districts. The standing crops generally promise well, except in Bharno where much damage to the plants has been caused by floods. The price of paddy has risen slightly in four districts, and fallen slightly in three others. In the Ruby Mines district the rise is very large; elsewhere the price is stationary.

Assam.—*For week ending 11th June.*—Weather sultry. Sowing of late rice seedlings continues. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 12th June.*—**MYSORE:** Good rain has fallen in parts of Hassan, Shimoga, Chitaldroog, and Tumkur; slight rain elsewhere. Standing crops and prospects are good. Prices have risen slightly in Kolar, and fallen in Shimoga.

COORG: Rainfall moderate. Ploughing for rice continues. Sowing of *ragi* (*Eleusine coracana*) has been retarded for want of rain. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 12th June.*—**BERAR:** Weather warm and cloudy with moderate rainfall during the week. Ploughing of fields for the rain crop continues. The fodder and water-supply is inadequate in parts of two districts. Prices are almost stationary.

HYDERABAD: Rainfall moderate during the week. Prices are normal.

Central India.—*For week ending 12th June.*—Rain during the week in all Agencies, except Baghelkhand and Bhopawar. Agricultural operations for the autumn sowings have commenced in Bhopal, Western Malwa, Bhopawar, and Goona. Cattle are in fairly good condition, except in Bhopal. Pasturage is good and sufficient in all Agencies, except in parts of Gwalior. Prices of food-grains are high in Goona and Bhopal, rising in Baghelkhand and parts of Gwalior, but are normal elsewhere.

Rajputana.—*For week ending 12th June.*—Rain has fallen in parts, attended with thunder and lightning. Agricultural operations are satisfactory. Land is being prepared for the autumn crops in parts. Prospects and agricultural stock are generally good. Fodder is sufficient, except in Dholepore. Prices have fallen in one State and risen in two others, but are steady elsewhere.

Kashmir.—*For week ending 11th June.*—**KASHMIR VALLEY:** Rainfall slight. The weather is now fine. Reaping of the barley crops has commenced in some places. The wheat crops are ripening. Reaping of oil-seeds is in progress. The autumn crops have mostly been sown. Prices continue normal.

JAMMU PROVINCE.—*For week ending 12th June.*—Rainfall slight. Harvesting of the spring crops is completed. Sowings for the autumn crops have commenced. Cattle are generally in good condition. Prices are normal.

Nepal.—*For week ending 8th June.*—Thunderstorms, but little rain. Prospects of Indian-corn are good.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
DEPARTMENT OF REVENUE AND AGRICULTURE.

No. $\frac{13}{81-2}$.

Extract from the Proceedings of the Government of India in the Department of Revenue and Agriculture (Land-Surveys),—dated Simla, the 7th June, 1895.

Read—

The General Report on the operations of the Survey of India Department during the year 1893-94.

RESOLUTION.

Excluding the work of the Forest Survey Branch, which is noticed in paragraph 5 of this Resolution, the field operations during the year under review were carried on by twenty parties (of which two were double parties) and four small detachments. The various classes of work on which they were engaged are shown below :

Class of work.	Number of parties employed.	Number of detachments employed.
1. Trigonometrical	1	...
2. Topographical	3	2
3. Forest (excluding the Imperial Forest Survey Branch)	4	...
4. Cadastral	6 (two double)	2
5. Traverse	1	...
6. Scientific	3	...
7. Geographical	2	...
Total	20	4

Thus eleven parties and two detachments were engaged on remunerative operations connected with land or forest revenue, as compared with twelve parties and one detachment in 1892-93.

2. The aggregate area surveyed on all scales during the year under report was 127,477 square miles, against a total of 104,711 square miles in 1892-93. These figures do not include the traverse operations carried on in the Central Provinces as a basis for field surveys under the Settlement Department, or the skeleton survey of village boundaries in Bengal. These two operations covered a further total area of 3,572 square miles in 1893-1894, and of 3,563 square miles in the preceding year.

3. The party which has been employed during the past three years on trigonometrical surveys extended, during the year under report, the principal triangulation northwards in Upper Burma over a direct distance of 90 miles, besides carrying a secondary series of triangles over 70 miles along the coast south-eastwards from Karachi.

As in the preceding year, three parties were employed on topographical surveys in the Bombay Presidency, in Baluchistan and in the Himalayas; one detachment continued the survey of the river Indus in Sind; while another was formed for the survey of the peninsula of Aden and of that portion of the Yafi'i country in Arabia which was left unfinished in the year 1891-92. A total area of 16,072 square miles was topographically surveyed, as compared

with 10,215 square miles in the previous year, in addition to small areas surveyed by cadastral parties in the Shwebo and Amherst districts of Burma and by the Forest Survey Branch in the Bashahr State. The two parties employed on geographical survey in Upper Burma having practically completed their preliminary operations, a detachment from one of these parties has begun the topographical survey of that province.

4. The total area of forest surveyed in the Central Provinces, Bombay, Madras, and Lower Burma by the four parties of the Imperial Survey Department employed exclusively on that work, and in the Himalayas by a topographical party, amounted to 2,522 square miles.

5. The report under review includes for the first time an account of the operations of the Forest Survey Branch, which is under the administration of the Inspector General of Forests and under the superintendence of a Deputy Superintendent of the Survey of India Department. The officers of the Branch are now included in the cadre of that Department. During the year the Branch surveyed 1,433 square miles of forest proper, situated in the Punjab, the Central Provinces, Oudh, and Burma, as well as of 287 square miles of non-forest land in Bashahr (Punjab), which was surveyed on the 1-inch scale for incorporation with topographical surveys.

It is understood from the Inspector General of Forests that these forest maps, although they result from surveys conducted by cheaper agency than the Surveyor General feels able to rely upon, meet all forest requirements both in accuracy of detail and neatness of execution. Under these circumstances the Government of India do not consider it necessary to provide for more costly supervision. They are glad to observe that in other respects the system as carried out by the Superintendent, Mr. W. H. Reynolds, is held by the Surveyor General to be quite satisfactory.

6. Cadastral surveys were carried on by two double parties and a detachment in Bengal, by three parties in Burma, by one in Assam, and by a detachment in the North-Western Provinces. The total area completed during the year was 8,280 square miles, being an increase of 525 square miles as compared with 1892-93. The cost of the different operations of Traverse, Cadastral survey, and record-writing varies considerably from area to area. Explanations of excess cost are in most instances forthcoming; but there is nothing to show why record-writing should cost Rs. 74 per square mile in Palamau, Rs. 78 in Muzaffarpur, and Rs. 70 in Balasore, when it can be done for Rs. 50 in Sarun and for Rs. 54 in Champaran. Full explanation is always desirable in each case where the cost of cadastral work in India exceeds Rs. 70 per square mile. It is recognized that work cannot be carried out in Burma at anything approaching that rate as yet, though it has been found possible to reduce the cost in Magwe to Rs. 111.

7. One party was again employed in traverse surveys in the Central Provinces and the total area traversed amounted to 3,397 square miles, which compares favourably with the outturn for last year. In Bengal the Traverse survey of village boundaries in the Gya and Shahabad districts was completed over an area of 175 square miles.

8. The latitude observations of last year were continued by two astronomical parties; and the latitude and longitude observations are practically complete, and only await that connection with Greenwich which is now in progress. Tidal observations have been continued at 13 stations, and predictions will now be published for 35 tidal stations. In connection with these operations, 370 miles of

double levelling have been run ; and the results in both cases reached a very high standard of accuracy.

The two parties employed on the geographical survey of Upper Burma covered an area of 14,790 square miles, thus bringing the task to completion. Reconnaissance surveys were made of over 84,000 square miles in Persia and Arabia and on the north-western frontier, of which the greater portion had not been previously mapped.

9. The work done in the various Head-Quarters offices seems to have been satisfactory. The value of the extra-departmental work done in the Photographic and Lithographic offices decreased from Rs. 91,118 to Rs. 71,141, owing to a smaller demand. On the other hand, the value of original maps and drawings reproduced for the Department itself increased from Rs. 81,128 to Rs. 98,760. The quality of the work executed under Colonel Waterhouse's supervision maintained its high standard of excellence. The two specimens of photo-etching bound up with the report are admirable specimens of what the department can do in the way of artistic finish : while the map work for accuracy and clearness leaves nothing to be desired.

The Drawing Office continued to be principally employed on maps of Burma. A Provincial Drawing Office for Bengal was organised during the year for the preparation of topographical maps from the results of cadastral surveys, as the field parties in Bengal could not cope with the heavy mapping work. The demands on the Mathematical Instrument office for scientific instruments were considerably less than in 1891-92 and 1892-93 ; but there was a larger outturn of work in the shape of repairs.

10. Pages 16 and 17 of the report contain a summary of the operations of the Department for the nine years during which it has been under the administration of Colonel Sir Henry Thuillier, R.E., who has recently retired from the office of Surveyor General of India. During that period the area covered by Cadastral, Forest, Topographical and Geographical surveys aggregated 844,218 square miles. The surveys of 17 cities and towns, including Calcutta, have also been mapped on various large scales ; while 93,694 square miles of Traverse surveys and 25,140 square miles of principal and secondary triangulation have been completed during the same period. Upper Burma has been added to the Geographical map of India ; the latitude and longitude observations have been completed ; the system of tidal observations and predictions has been largely extended ; and a double line of spirit levelling has been carried over a distance of more than 4,000 miles. The Governor General in Council has already taken occasion to express his sense of the value of Colonel Thuillier's services.

ORDER.—Ordered, that the above Resolution be forwarded to the Surveyor General of India, the Inspector General of Forests, Local Governments and Administrations noted on the margin, and to the Foreign, Military and Public Works Departments.

Madras.	Punjab.
Bombay.	Central Provinces.
Bengal.	Burma.
North-Western Provinces	Assam.
and Oudh.	Coorg.

Ordered also, that the Resolution be published in the Supplement to the *Gazette of India*.

[True Extract.]

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

No. 2822-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

Simla, the 14th June, 1895.

Read—

Customs Circulars Nos. X to XII and XIV.

ORDERED, that the Circulars be published for general information in the Supplement to the *Gazette of India*.

J. F. FINLAY,

Secretary to the Government of India.

Customs Circular No. X.

From—The Government of India, Finance and Commerce Department, No. 4951-S. R., dated the 12th October 1894.

To—The Director General of the Post Office of India.

I am directed to acknowledge the receipt of your letter No. 179—L.M. 7 No. 57, dated the 14th September 1894, requesting sanction to the continuance of the procedure which was, until recently, in force in Bombay, of granting refunds of import duty on goods received by foreign parcel post which cannot be delivered in India and are re-exported beyond the limits within which they are liable to Customs duty, and to its application at all other ports at which parcels are received in India by the foreign parcel post.

2. I am to state that the Governor General in Council sanctions the proposal.

Customs Circular No. XI.

From—The Government of India, Finance and Commerce Department, No. 1950-S. R., dated the 29th April 1895.

To—The Director General of the Post Office of India.

I am directed to acknowledge the receipt of your letter No. 13 C.—L.M. 7-57 No. 1, dated the 16th April 1895, requesting sanction to the exemption from import duty of the contents of postal parcels originally posted in India and returned to the Indian Post Office as unclaimed, refused, or re-directed from any place whether in or out of India, without having at any time left the custody of the Post Office.

2. I am to state that the Governor General in Council sanctions the proposal.

Customs Circular No. XII.

From—The Government of India, Finance and Commerce Department, No. 2314-S. R., dated the 17th May 1895.

To—The Secretary to the Government of Bengal, Financial Department.

I am directed to acknowledge the receipt of your letter No. 1921-S. R., dated the 1st April 1895, on the subject of an appeal made by— against the levy by the Collector of Customs, Calcutta, of import duty at five instead of one per cent. *ad valorem* on a consignment of dogspikes imported by the firm.

2. The Collector of Customs rightly refused to treat the articles as coming under No. 93 of Schedule IV, but the reason assigned for his refusal, namely, that the articles had not been imported by or under the orders of a Railway Company, was wrong. That condition is required only in the cases of cranes and water-cranes and standards, wire, and other fencing material, because,

though these articles are not strictly railway material and they may be used for other than railway purposes, an exception has been made in their favour when they are imported by or under the orders of a Railway Company that fact being considered sufficient evidence that they are intended to be used as railway material. Material of the other kinds specified in No. 93 is exempt from duty by whomsoever imported when the articles are intended for a railway as defined in that number.

3. Dogspikes are said to be spikes adapted to one particular purpose only, and if that purpose is use as railway material, and if they are not capable of being used for any other purpose, they come under the description of "spikes" which are specified in No. 93 of the schedule. Such imports are chargeable with duty only when it is found that, as a matter of fact, they are not imported for a railway as defined in the Tariff. In all cases where this is not apparent they are exempt from duty. As, however, most of the railways import their stores direct, the importers are bound, if they claim exemption, to furnish evidence that the material is intended for the use of a railway within the meaning of the Act.

4. When these conditions are not fulfilled the articles should, as the Board of Revenue suggest, be taxed at one per cent., under No. 15 of Schedule IV, as in the case of "rails, chairs, and fish-plates," with which it was intended that they should be classed. A notification (copy enclosed) has now been issued giving effect to this intention. The articles imported by ———— may be treated in accordance with this decision.

NOTIFICATION—By the Government of India, Finance and Commerce Department, No. 2315-S. R., dated the 17th May 1895.

In exercise of the power conferred by section 23 of the Sea Customs Act (VIII of 1878), the Governor General in Council is pleased to direct that the duty of 5 per cent. *ad valorem*, leviable under No. 15 of Schedule IV of the Indian Tariff Act (VIII of 1894), as amended by Act XVI of 1894, on spikes (commonly known as dogspikes) of iron and steel, other than the spikes mentioned in No. 93 of the said schedule, shall be reduced to one per cent. *ad valorem*.

Customs Circular No. XIV.

From—The Government of India, Finance and Commerce Department, No. 2509-S. R., dated the 30th May 1895.

To—The Secretary to the Government of Bengal, Financial Department.

With reference to your letters Nos. 2136-S. R. and 51-2 F., dated, respectively, the 11th April and 11th May 1895, I am directed to enclose copy of a Notification No. 2508-S. R., dated the 30th May 1895, exempting from the payment of import duty machinery (and component parts thereof) as defined in No. 14 of Schedule IV of the Indian Tariff Act, which is intended for the manufacture of tea in all its stages from the drying of the leaf to its packing for the market.

2. The effect of this exemption is to substitute for the item (e) in No. 14 of the schedule the following: "(e) the manufacture of tea in all its stages from the drying of the leaf to its packing for the market, inclusive."

NOTIFICATION—By the Government of India, Finance and Commerce Department, No. 2508-S. R., dated the 30th May 1895.

In exercise of the power conferred by section 23 of the Sea Customs Act, VIII of 1878, the Governor General in Council is pleased to exempt from the import duty leviable thereon under No. 14 of Schedule IV of the Indian Tariff Act, as amended by Act XVI of 1894, machinery (and component parts thereof) as defined in article 14 which is intended for the manufacture of tea in all its stages from the drying of the leaf to its packing for the market, inclusive.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 2ND JUNE 1894, AND FROM 1ST JANUARY TO 1ST JUNE 1895.

N.B. — As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 2ND JUNE 1894.				WEEK ENDING 1ST JUNE 1895.				Earnings from 1st January to 2nd June 1894.	Earnings from 1st January to 1st June 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
<i>Standard gauge—</i>													
East Indian	655	1,683	10,24,544	609	1,687	10,58,183	627	2,47,54,406	2,45,97,104	...	1,57,302		
Bengal-Nagpur	189	862	1,27,251	148	862	1,55,000	180	38,27,097	39,54,564	1,27,467	...		
Indian Midland (a)	163	752	1,30,066	181	752	95,904	128	27,72,201	23,39,332	...	4,32,869		
Bowdha extension	108	21	3,401	162	21	2,827	135	49,864	63,917	14,053	...		
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	324	1,719	5,41,220	315	1,790	6,04,610	338	1,23,41,063	1,21,61,761	...	1,79,302		
Philanpur-Deesa	47	17	859	51	17	900	53	17,881	20,491	2,610	...		
South Indian	143	1,042	1,62,136	156	1,042	1,84,341	177	31,40,481	36,29,459	4,88,978	...		
Máyavaram-Mutpet	61	54	4,283	79	54	4,945	92	9,30,392	90,392	60,000	...		
Southern Mahratta (d)	115	1,165	1,53,684	132	1,165	1,56,706	135	28,80,727	31,00,303	2,25,636	...		
Bengal and North-Western (e)	102	756	1,25,261	166	756	1,43,600	190	27,19,940	27,78,624	58,684	...		
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	16,477	77	216	14,867	69	4,47,031	4,39,437	...	7,594		
TOTAL	286	8,286	22,05,192	277	8,362	24,21,883	290	5,29,81,083	5,31,81,444	2,00,361	...	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	255	2,507	5,93,018	237	2,511	9,27,257	369	1,40,40,061	1,57,31,746	16,91,685	...		
Oudh and Rohilkhand (state)	287	741	2,04,225	276	797	2,04,674	257	47,13,180	50,71,464	3,58,284	...		
Eastern Bengal (state) (including metre and 2' 6" gauges)	281	813	1,88,146	231	813	2,06,670	254	50,57,176	53,92,085	3,34,909	...		
Bengal Central (g)	126	125	14,538	116	125	19,240	154	3,35,445	3,66,847	31,402	...		
East Coast (state)	107	266	25,645	96	397	31,809	80	6,00,294	8,37,281	2,36,997	...		
<i>Metre gauge—</i>													
Burma (state)	199	730	1,28,392	176	746	1,49,901	201	33,17,549	34,56,540	1,38,991	...		
<i>Special gauges—</i>													
Jorhat (state provincial)	44	25	1,587	63	25	1,686	67	24,430	29,473	5,043	...		
Cherra-Companyganj (state provincial)	60	8	497	62	8	111	14	10,462	11,176	714	...		
TOTAL	244	5,215	11,56,046	202	5,422	15,41,348	284	2,80,98,597	3,08,96,612	27,98,015	...	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	506	1,490	7,96,140	534	1,490	7,52,890	505	2,04,72,732	1,71,05,304	...	33,67,338		
Bombay, Baroda and Central India	801	461	4,29,514	932	461	5,47,000	1,187	82,77,666	91,17,888	8,40,222	...		
Madras	237	840	2,17,856	259	840	2,39,051	285	42,84,326	47,00,419	4,15,093	...		
TOTAL	522	2,791	14,43,510	517	2,791	15,38,941	551	1,30,34,724	1,09,32,701	...	21,02,023	...	...
TOTAL (GUARANTEED AND STATE)	313	16,292	48,94,750	300	16,575	55,02,172	332	11,41,14,464	11,50,10,757	8,96,353	...	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	167	161	20,579	128	161	28,280	176	6,18,841	6,32,330	13,689	...		
Tarkessur	308	22	5,545	252	22	5,584	254	1,53,208	1,51,035	...	1,573		
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	149	67	8,917	133	66	9,037	137	2,15,401	1,65,055	...	50,436		
Bengal Doonars	86	32	2,190	69	36	3,210	89	40,217	65,140	18,923	...		
Dibru-Sadiya	133	78	9,747	125	78	11,592	149	2,34,682	2,58,449	23,767	...		
<i>Special gauge—</i>													
Darjeeling-Himalayan	232	51	15,204	208	51	20,748	407	2,56,765	3,01,015	44,250	...		
TOTAL	166	411	62,188	151	414	78,451	180	15,25,204	15,73,824	48,620	...	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	185	333	66,738	200	333	67,203	202	13,16,179	14,06,243	1,80,064	...		
The Gaekwar's Petlad	112	13	1,583	122	13	1,210	93	32,898	32,307	...	591		
Rajpura-Bhatinda	192	108	29,685	274	108	27,006	258	3,39,176	6,61,388	2,72,212	...		
Kolar Gold-fields	306	3	(i) 830	277	10	2,172	217	(i) 830	56,239	55,409	...		
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (j)	88	362	32,266	89	362	41,718	115	6,79,844	7,14,514	34,670	...		
The Gaekwar's Mahasana	98	93	9,570	103	93	7,070	86	2,02,382	1,74,316	...	28,066		
Kolhapur	92	29	3,073	106	29	2,767	95	60,566	54,109	...	6,457		
<i>Special gauge—</i>													
The Gaekwar's Dabhoi	81	72	6,358	88	72	7,030	98	1,35,836	1,18,006	...	16,930		
Cooch Behar	30	22	786	36	22	700	32	14,313	24,849	10,536	...		
TOTAL	130	1,035	1,50,789	146	1,042	1,58,676	152	28,32,024	33,32,871	5,00,847	...	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	131	334	43,726	131	334	62,133	186	10,16,354	10,44,950	28,596	...		
Jetalsar-Rajkot	68	46	3,474	76	46	3,810	83	70,719	82,763	12,044	...		
Jodhpur-Bikaner	75	364	27,612	76	364	18,950	52	6,12,739	4,93,338	...	1,19,401		
<i>Special gauge—</i>													
Morvi	75	94	8,221	87	94	11,863	126	1,52,266	1,72,529	20,263	...		
TOTAL	97	838	83,033	99	838	96,756	115	18,52,078	17,93,580	...	58,498	...	...
GRAND TOTAL	290	18,576	51,90,760	280	18,869	58,36,055	309	12,03,23,710	12,17,11,032	13,87,322	...	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 2nd June 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amravati railways.

(i) Total earnings for the first two days of June 1894.

(j) Includes the Mysore-Nanjund and the Yeavatur-Mysore frontier sections.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. VIII of 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N. B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 2ND JUNE 1894.				WEEK ENDING 1ST JUNE 1895.				Earnings from 1st April to 2nd June 1894.	Earnings from 1st April to 1st June 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	599	1,683	10,24,554	609	1,687	10,58,183	627	1,02,01,148	1,02,60,380	59,232	...	...
Bengal-Nagpur	152	862	1,27,251	148	862	1,55,000	180	14,69,600	14,78,137	8,337	...	...
Indian Midland (a)	141	752	1,36,066	181	752	95,904	128	12,18,052	9,08,906	...	3,09,146	...	
Bezwa Extension	170	21	3,401	162	...	2,827	135	23,475	23,019	...	456	...	
Metro gauge—													
Rajputana-Malwa (b)	279	1,719	5,41,220	315	1,790	6,04,610	338	54,57,357	50,69,826	...	3,87,531	...	
Palanpur-Deesa	44	17	859	51	17	900	53	7,741	9,289	1,548	...	...
South Indian	154	1,042	1,62,136	156	1,042	1,84,341	177	13,98,512	15,82,459	1,83,947	...	...
Máyavaram-Mutpet	75	54	4,283	79	54	4,945	92	(c) 30,392	42,793	12,401	...	...
Southern Mahratta (d)	105	1,105	1,53,684	132	1,105	1,56,706	135	13,35,046	14,31,076	96,030	...	...
Bengal and North-Western (e)	140	756	1,25,261	166	756	1,43,600	190	12,68,641	11,61,225	...	1,07,416	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	16,477	77	216	14,867	69	1,84,045	1,67,614	...	16,431	...	
TOTAL	259	8,286	22,95,192	277	8,362	24,21,883	290	2,25,94,200	2,21,34,724	...	4,59,485	...	
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	252	2,507	5,93,018	237	2,511	9,27,257	369	57,12,933	68,25,880	11,12,947	...	...
Odish and Rohilkhand (state)	270	741	2,04,225	270	797	2,04,674	257	20,87,809	19,13,129	...	1,74,680	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	1,88,146	231	813	2,06,670	254	18,66,463	18,90,176	23,713	...	...
Bengal Central (g)	130	125	14,538	116	125	19,240	154	1,34,608	1,44,109	9,501	...	...
East Coast (state)	99	206	25,645	95	397	31,809	80	2,76,629	3,97,203	1,20,574	...	...
Metro gauge—													
Burma (state)	164	730	1,28,392	176	746	1,49,901	201	11,01,645	12,54,053	1,52,408	...	...
Special gauges—													
Jochát (state provincial)	55	25	1,587	63	25	1,686	117	10,038	13,208	3,170	...	...
Cherra-Companyanj (state provincial)	64	8	497	62	8	111	14	4,491	3,215	...	1,276	...	
TOTAL	243	5,215	11,56,048	222	5,422	15,41,348	284	1,11,94,616	1,24,40,973	12,46,357	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	442	1,490	7,06,140	534	1,490	7,52,890	505	82,21,409	68,65,802	...	13,55,607	...	
Bombay, Baroda and Central India	678	461	4,29,514	932	461	5,47,000	1,187	40,25,668	45,65,665	5,39,997	...	...
Madras	243	840	2,17,856	259	840	2,39,051	285	17,55,701	19,04,382	1,48,681	...	...
TOTAL	421	2,791	14,43,510	517	2,791	15,38,941	551	1,40,02,778	1,33,35,849	...	6,66,939	...	
TOTAL (GUARANTEED AND STATE).	281	16,292	48,94,750	300	16,575	55,02,172	332	4,77,91,603	4,79,11,546	1,19,943	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	165	161	20,579	128	161	28,280	176	2,94,725	2,61,017	...	33,708	...	
Tarakesur	269	22	5,545	252	22	5,584	254	68,238	65,240	...	2,998	...	
Metro gauge—													
Rohilkund and Kumaon (Company's section)	122	67	8,917	133	66	9,037	137	90,990	86,047	...	4,943	...	
Bengal Doon	161	32	2,196	69	36	3,210	89	17,516	24,798	7,282	...	...
Dibru-Sadiya	136	78	9,747	125	78	11,592	149	96,216	98,692	2,476	...	...
Special gauge—													
Darjeeling-Himalayan	246	51	15,204	298	51	20,748	407	1,24,723	1,52,061	27,338	...	...
TOTAL	164	411	62,185	151	414	78,451	189	6,92,408	6,87,855	...	4,553	...	
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	187	333	66,738	200	333	67,203	202	5,88,673	6,05,280	16,607	...	...
The Gackwar's Petlad	105	13	1,583	122	13	1,210	93	16,376	14,733	...	1,643	...	
Rajputana-Bhatinda	271	108	29,585	274	108	27,906	258	1,74,781	1,83,818	9,037	...	...
Kolar Gold-fields	260	3	(i) 830	277	10	2,172	217	(i) 830	24,036	23,206	...	...
Metro gauge—													
Southern Mahratta (Mysore section) (j)	89	362	32,266	89	362	41,718	115	2,88,539	2,97,685	9,146	...	...
The Gackwar's Mchana	74	93	9,570	103	93	7,070	86	82,803	75,059	...	7,744	...	
Kolhapur	81	29	3,073	106	29	2,767	95	30,047	24,039	...	5,408	...	
Special gauges—													
The Gackwar's Dabhoi	59	72	6,318	88	72	7,030	98	63,113	66,718	3,605	...	...
Cooch Behar	45	22	786	36	22	700	32	7,652	7,489	...	163	...	
TOTAL	136	1,035	1,50,789	146	1,042	1,58,676	152	12,52,814	12,99,457	46,643	...	...
Lines owned and worked by native states.													
Metro gauge—													
Bhavnagar-Gondal-Junágarh-Porbandar	101	334	43,726	131	334	62,133	186	4,62,939	5,33,989	71,950	...	...
Jetalsar-Rajkot	68	46	3,474	76	46	3,810	83	32,170	37,655	5,485	...	...
Jodhpur-Bikaner	58	364	27,612	76	364	18,950	52	2,56,006	1,92,120	...	64,780	...	
Special gauge—													
Morvi	65	94	8,231	87	94	11,863	126	66,847	97,721	20,874	...	...
TOTAL	78	838	83,033	99	838	96,756	115	8,17,062	8,51,491	33,529	...	...
GRAND TOTAL	261	18,576	51,90,760	288	18,869	58,36,055	309	5,05,54,787	5,07,50,349	1,95,562	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 2nd June 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

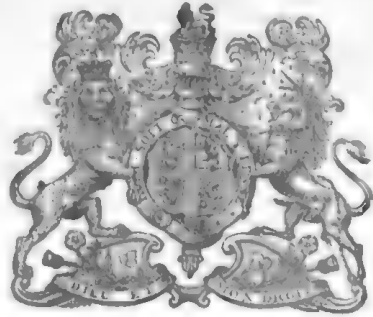
(h) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amritoti railways.

(i) Total earnings for the first two days of June 1894.

(j) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT.

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SUPPLEMENT TO
The Gazette of India.

No. 25.]

CALCUTTA, SATURDAY, JUNE 22, 1895.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
RAILWAY.

REVIEW OF THE REVENUE AND EXPENDITURE OF THE RAILWAY BRANCH OF
THE PUBLIC WORKS DEPARTMENT FOR 1893-94.

No. 275 A.R., dated Simla, the 5th June 1895.

RESOLUTION—By the Government of India, Public Works Department.

READ—

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, on the Capital and Revenue Accounts of Railways in India for 1893-94, No. 252 R., dated 25th March 1895.

RESOLUTION.—The note by the Accountant General, copy of which is appended, exhibits the transactions of the Public Works Department with regard to railways during the year 1893-94, and shows the financial results to the State of the working of State and Guaranteed railways.

2. During the year under review, 346½ additional miles were opened for traffic, and the further capital outlay incurred was as under:—

	Miles.	Capital Outlay.	
		Rx.	£
<i>State Railways —</i>			
Productive	333½	3,225,973	...
Defensive . . . . .	...	848,452	...
		<hr/>	<hr/>
TOTAL STATE RAILWAYS	333½	4,074,425	...
Guaranteed railways . . . . .	...	...	69,290
State lines leased to companies	12½	...	748,255
		<hr/>	<hr/>
	346½	4,074,425	817,545
		<hr/>	<hr/>

The mileage open at the end of the year aggregated 16,392½ miles, exclusive of 2,115½ miles of lines belonging to Native States and other bodies and with which the Government of India have no financial concern.

The capital outlay incurred on construction of State and Guaranteed railways to the end of 1893-94, stood as under:—

	Rx.	£
(i) <i>On State lines—</i>		
Direct capital outlay	80,723,601	...
Redemption of liabilities . . . . .	...	33,553,451
(ii) <i>On State lines leased to Companies</i> . . . . .	...	24,061,335
(iii) <i>On Guaranteed railways</i> . . . . .	...	45,276,701
	<hr/>	<hr/>
	80,723,601	102,891,487
	<hr/>	<hr/>

3. The gross revenue for the year showed an increase of Rx. 1,239,579 over that of the previous year, bringing the total up to Rx. 23,374,204, derived as under:—

1892-93. Rx.		1893-94. Rx.
15,814,807	State railways	16,879,107
6,301,935	Guaranteed railways	6,461,043
17,883	Subsidised railways (repayment of advances of interest)	34,054
		<hr/>
22,134,625	GRAND TOTAL	23,374,204
		<hr/>

The gross charges for the year showed an increase of Rx. 928,030, bringing the total up to Rx. 24,909,707, expended as under:—

1892-93. Rx.		1893-94. Rx.
10,620,366	Working expenses	10,856,349
963,918	Surplus profits, share of net earnings, etc.	1,056,111
4,853,268	Interest on sterling outlay, including interest paid to Guaranteed Companies	5,068,542
4,779,107	Interest on rupee outlay	4,972,838
2,717,399	Terminable annuities issued for purchase of railways	2,797,424
47,589	Other charges	158,443
		<hr/>
23,981,677	GRAND TOTAL	24,909,707
		<hr/>

The transactions thus recorded result in a net charge to the State of Rx. 1,535,503 as compared with a net charge of Rx. 1,847,052 in the preceding year. In paragraph 7 of the Accountant General's note, the charge for the year will be seen to have been distributed as follows:—

1892-93. Rx.		1893-94. Rx.
—1,041,200	State railways	—666,180
—805,569	Guaranteed railways	—778,938
—11,143	Subsidised Companies	+13,054
+10,860	Miscellaneous	—103,439
<u>—1,847,052</u>	NET LOSS	<u>—1,535,503</u>

These charges are directly attributable to the low rate of exchange which obtained in both years, and the decrease in the amount of the loss is due to the traffic during the year having been considerably in excess of that of the previous year. In return for this annual charge the State receives all the indirect benefits arising from a railway system of 16,392½ miles open.

4. Deducting the payments made to companies working State railways in respect of surplus profits or share of net earnings, the net receipts from State railways, including those worked by companies, gave a return of 5.95 per cent. on the capital outlay at the close of the year, as reckoned in rupees. The increased exchange charges on remitting to England the interest upon the sterling portion of the capital, has, however, converted this satisfactory return into a loss. The capital outlay on State lines, it should be observed, includes the outlay on lines under construction or abandoned, and certain other expenditure, referred to in paragraph 13 of the Accountant General's note, on which the Government derive no return. On the other hand, in the case of the old Guaranteed railways which have been purchased by the State, the capital outlay entered under State lines, as brought out in paragraph 2 above, does not completely represent the actual outlay incurred on them in England and in India, and supplementary figures are accordingly given by the Accountant General in paragraph 15 of the note.

Adopting, therefore, these several methods of stating the capital outlay, the results to the State of the working of State lines during the year may be set down briefly as under:—

	Rx.	Per cent.
(1) On total capital outlay as exhibited in paragraph 12 of the Accountant General's note, <i>vis.</i>	144,784,579	= 5.95
(2) On open line capital outlay as exhibited in paragraph 13 of the Accountant General's note, <i>vis.</i>	137,993,566	= 6.24
(3) On total capital outlay including supplementary figures given in paragraph 15 of the Accountant General's note, <i>vis.</i>	174,783,656	= 4.93
(4) On open line capital outlay including supplementary figures given in paragraph 15 of Accountant General's note, <i>vis.</i>	167,992,643	= 5.13

5. The working of the three Guaranteed railways during the year is reviewed in paragraphs 55 to 58 of the note. After excluding charges for land and supervision the result has been a loss to the State of Rx. 744,934. The Great Indian Peninsula and Madras railways entailed a loss of Rx. 418,409 and Rx. 349,513 respectively, while the Bombay, Baroda and Central India railway gave a profit of Rx. 22,988.

6. The net amount of guaranteed interest paid by the State to the 31st March 1894 on account of the three Guaranteed railways, after taking as a set-off the aggregate of the net revenue balances for the several half-years to the 31st December 1893, is £13,254,687.

The Governments of Madras and Bombay (Railway), Bengal, the North-Western Provinces and Oudh and the Punjab.

The Chief Commissioners of the Central Provinces, Burma and Assam.

The Resident at Hyderabad.

The Agents to the Governor General for Central India, Rajputana and Baluchistan.

The Accountant General, Public Works Department.

The Director General of Railways.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

ORDER.—Ordered, that the foregoing, with a copy of the note referred to, be forwarded to the Local Governments and Administrations noted on the margin, for information.

Ordered also, that a copy of the resolution and note be forwarded to the Finance Department, and that the papers be published in the *Gazette of India*.

W. S. S. BISSET, *Lieut.-Colonel, R.E.*,
Secretary to the Government of India.

Documents accompanying.

Note by the Accountant General, Public Works Department, No. 252 R., dated 25th March 1895.

Accompaniment to Public Works Department Resolution No. 275 A.—R.,
dated 5th June 1895.

Note by R. G. Macdonald, Esq., Accountant General, Public Works Department, upon the Capital and Revenue Finance Accounts of Railways in India for 1893-94.

The Revenue and Expenditure of the Railway Branch of the Public Works Department is recorded under the following major heads:—

Revenue—

- XXVI.—State Railways (Gross Traffic Receipts).
- XXVII.—Guaranteed Companies (Net Traffic Receipts).
- XXVIII.—Subsidized Companies (Repayment of advances of interest).

Expenditure—

- 34.—Construction of protective Railways (charged against Famine Insurance).
- 37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).
- 38.—State Railways—Working Expenses, Interest charges, etc.
- 39.—Guaranteed Companies—Surplus Profits, Land, Supervision, and Interest.
- 40.—Subsidized Companies—Land, Subsidies, and Advances of Interest.
- 41.—Miscellaneous Railway Expenditure (Surveys, etc.).
- 48.—State Railways—Construction.
- 50.—State Railways—Capital charge involved in Redemption of Liabilities.

2. In addition to the foregoing, this note and the accounts attached to it embrace the transactions recorded in the Finance and Revenue Accounts under the head "Capital Account of Indian Railway Companies," as well as the transactions of the following Native States Railways the accounts of which are dealt with in this Department:—

Bhopal State Railway (Bhopal Section).
Amraoti Railway.
Khamgaon Railway.

3. The Warora and Umaria Collieries, both as regards Capital and Revenue transactions, are classed under State Railways.

4. For convenience, this note is divided into the following sections:—

Section A.—State Railways—Revenue transactions (Major heads XXVI and 38).

" B.—Guaranteed Railways—

(i) Revenue transactions (Major head XXVII).

(ii) Surplus Profits, Land, etc. (Major head 39).

" C.—Subsidized Companies (Major heads XXVIII and 40).

" D.—Miscellaneous Railway Expenditure (Major head 41).

" E.—Construction Expenditure (Major heads 34, 37, 48, and 50).

" F.—Capital account of Guaranteed Companies.

" G.—Capital Account of Indian Railway Companies (exclusive of the three old Guaranteed Companies).

" H.—Railways belonging to Native States.

General results of the year.

5. An account is submitted with this review exhibiting in abstract by funds and Finance heads the Revenue and Expenditure on account of State and Guaranteed Railways during the year, and a comparison is made therein of the results of the year, with the Budget and Revised Estimates and with the actuals of 1892-93.

6. The outlay on construction was as follows:—

	Rx.	£
34.—Construction of protective Railways (Famine Insurance)	1,060,954	
37.—Construction of Railways (charged against Revenue in addition to the above)	73,903	
48.—Construction of Railways (not charged to Revenue)	2,939,568	
Capital outlay by the old Guaranteed Companies	75,590	69,290
State lines constructed by the agency of Companies	1,050,788	748,255
TOTAL	5,200,803	817,545

7. The results shown by the Railway Revenue Account are as follows:—

	State Railways.	Guaranteed Railways.	Subsidized Companies.	Miscellaneous.	Total.
	Rx.	Rx.	Rx.	Rx.	Rx.
Gross Receipts	16,879,107	6,461,043	34,054	...	23,374,204
Working expenses	7,779,118	3,077,231	...	...	10,856,349
Net earnings	9,099,989	3,383,812	34,054	...	12,517,855
<i>Charges upon net earnings.</i>					
Surplus profits and share of net earnings, etc., paid to Companies	484,857	571,254	...	...	1,056,111
Interest on debt incurred for Capital	4,972,838	...	...	...	4,972,838
Annuities charged upon Revenue Account* £1,695,547	2,797,424	...	...	...	2,797,424
Interest on advances of Capital by the Secretary of State £216,948	357,935	...	...	...	357,935
Interest on Capital deposited by Companies £679,635	1,153,115	...	...	...	1,153,115
Guaranteed interest of the old Companies £2,154,720	...	3,557,492	...	...	3,557,492
Land charges, supervision and subsidies	...	34,004	18,208	...	52,212
Advances of interest to certain Companies	...	...	2,792	...	2,792
Miscellaneous Railway Expenditure	...	...	...	103,439	103,439
TOTAL CHARGES	9,766,169	4,162,750	21,000	103,439	14,053,358
Net gain + or loss — to Government	—666,180	—778,938	+13,054	—103,439	—1,535,503
<i>Compared with —</i>					
in 1892-93	—1,041,200	—805,569	—11,143	+10,860	—1,847,052
in 1891-92	+109,560	—333,228	—136	—92,060	—315,864
in 1890-91	—387,297	—145,989	—4,808	—149,197	—687,291
in 1889-90	—983,920	—699,530	—20,027	—149,124	—1,852,601

8. From the foregoing statement it will be seen that after meeting all charges for annuities and interest (including interest on capital expended on lines not opened for traffic), charges for land for Companies' lines and miscellaneous expenditure on surveys, etc., the result of the year is a net charge to the State of Rx. 1,535,503. The traffic was considerably in excess of that of previous years, and the loss now brought out may be directly attributed to the unfavourable rate of exchange which obtained during the year. The interest and annuities paid in England amounted to £5,744,313 which, at the exchange of ls. 2-54664222d. the rupee, aggregated Rx. 9,477,341, the difference between this and the old par of exchange being no less than Rx. 3,733,028.

* These annuities are terminable between the years 1953 and 1958.

SECTION A.

STATE RAILWAYS.

(i)—Gross Receipts and Working Expenses.

9. At the beginning of the year under review 13,461 miles of State Railway were open for traffic,* viz. :—

State lines worked by the State—		Miles.
Standard gauge	.	3,552½†
Metre gauge	.	1,281½
Special gauge	.	36½
		<hr/> 4,870
State lines worked by Companies—		
Standard gauge	.	3,493½
Metre gauge	.	5,097½‡
		<hr/> 8,591
TOTAL		<hr/> 13,461

10. During the year 1893-94, the following lengths of line were opened for traffic:—

	Miles.
Godhra-Rutlam (Limkhara to Dohad)	20
Oudh and Rohilkhand (Lucknow to Rae Bareilly)	48½
East Coast (Kistna Canal terminus to Bezvada)	4
" (Rajahmundry to Vizianagram)	163
" (Samalkot to Coconada)	9½
" (Waltair to Vizagapatam)	1½
Bengal and North-Western Company's Section (Gogra Ghât to Bahramghat Station, Oudh and Rohilkhand Railway)	65
Rohilkhand-Kumaon-Lucknow-Bareilly Section (Sohela to Sonaripur)	6½
Palanpur-Deesa	17½
Guntakal-Mysore Frontier (Dharmavaram to Mysore frontier)	50½
Burma (Meiktila road to Meiktila Cantonment)	13
TOTAL	<hr/> 346½

These figures give a total open mileage of 13,807½ miles at end of the year 1893-94, and allowing for corrections in mileages, the mileage open at end of 1893-94 was 13,806½ miles. The mileage of railways classed respectively as Imperial and Provincial was as under :—

	Miles.
Imperial	13,139½¶
Provincial	666½
TOTAL	<hr/> 13,806

11. The gross receipts of the year amounted to Rx. 16,879,107, the working expenses to Rx. 7,779,118, the share of net earnings, surplus profits and

* Administration Report on the Railways in India for 1893-94—Part I, Appendix C:

† Includes Bengal Central Railway.

‡ Includes Bengal and North-Western Railway.

{ Both these railways are the property of Companies, but for convenience are classified as State Railways.

§ Fair-weather line.

|| As per Administration Report on the Railways in India for 1893-94, Part I, Appendix C

Add—Cherra Companygunj Railway now treated as a tramway for administrative purposes

Deduct—Calcutta Port Commissioners' Railway now treated as a Railway for administrative purposes

¶ Includes Bengal Central and Bengal and North-Western Railways.

Miles.

13,804½

8

13,812½

6½

13,806

contributions to Provident Funds paid to Companies to Rx. 484,857 raising the total charges to Rx. 8,263,975, and leaving Rx. 8,615,132 as the net receipts accruing to Government from all the State lines during 1893-94. This result is better than that of 1892-93 by Rx. 745,193, owing chiefly to a large increase in third class passenger traffic consequent on *melas* and pilgrimages.

12. The Capital expenditure incurred by, or on the direct responsibility of, the State, including the Capital charge involved by incurring a specific amount of debt in purchase or redemption of liabilities in connection with lines formerly belonging to Guaranteed Companies and acquired by the State, is as under:—

		Rx.	£
(i) On State lines—			
(a) Direct Capital outlay		80,723,601	...
(b) Redemption of liabilities		...	33,553,451
(ii) On State lines leased to Companies (Capital raised wholly or in part by Companies under guarantee)		30,507,527*	...
TOTAL		Rx. 111,231,128	83,553,451

13. This sum, however, includes expenditure on lines not opened for traffic at the close of the year under review, on materials held in reserve on the North-West Frontier and with storekeepers at ports, on projects abandoned or in abeyance, and inefficient expenditure incurred in connection with lines transferred to Companies, aggregating Rx. 6,791,013 (*vide* Schedule H). Excluding such expenditure, the open line Capital outlay at the close of 1893-94 may be stated at Rx. 137,998,566 (*vide* Schedule A).

14. The net receipts accruing to Government for the year, Rx. 8,615,132, give a return on the total Capital outlay at the close of the year at the rate of 5.95 per cent. and on the *open line* Capital outlay at the rate of 6.24 per cent.

15. The above results, although representing correctly the return on the Capital outlay actually incurred by the State, cannot be taken as giving the true returns from the State Railways on the actual money expended upon the various undertakings. The old Guaranteed Railways, which have been purchased by the State, were for the most part acquired by the payment of annuities, including the establishment of sinking funds which will redeem the capital at the expiry of the periods for which the annuities are to run. These charges are met from current revenues, and in respect of the capital thus to be redeemed, no charge appears in the Government account of Capital outlay. On the other hand, when a line was purchased outright, as in the case of the Oudh and Rohilkhand Railway, the outlay, as shown in the Government books, includes the premium paid on the Company's share Capital. The actual outlay incurred on the State Railways—taking, in the case of the Guaranteed Railways purchased by Government, the amounts expended by the several Companies *plus* the expenditure since incurred on construction—may† be stated at Rx. 174,783,656‡, and on open

* Excludes the outlay on the Bengal and North-Western Railway not guaranteed by the State.

† Sterling figures in the old Companies' accounts were converted at fixed contract rates. The difference between contract and actual average rates cannot be stated.

‡ Outlay as recorded in Finance and Revenue Accounts (<i>vide</i> para. 12)	Rx.	144,784,579
Add—Difference between outlay included above and actual rupee expenditure on lines purchased from Companies (<i>vide</i> Schedule A)—	Rx.	
East Indian	21,843,501	
Eastern Bengal	1,970,053	
Sind, Punjab and Delhi	7,175,306	
South Indian	277,555	
	31,066,815	
Deduct—Premium on Oudh and Rohilkhand Railway	1,067,738	
	29,999,077	
TOTAL		174,783,656

lines at Rx. 167,992,643, on which amounts the net receipts for 1893-94 give a return at the rate of 4.93 and 5.13 per cent., respectively.

16.. The receipts and charges, the Capital outlay, and the return per cent. on Capital outlay, of each line, will be found in the statement attached to this review as Schedule A. The following is a general summary :—

	Receipts.	Expenditure.	Net Receipts.	PERCENTAGE OF WORKING EXPENSES ON RECEIPTS.		Capital outlay to 31st March 1894.	Percentage of net receipts on Capital outlay to 31st March 1894.
				Including payments to Companies.	Excluding payments to Companies.		
	Rx.	Rx.	Rx.			Rx.	
Imperial	15,882,969	7,879,011	8,003,958	49.61	45.54	132,313,188	6.05
Provincial	996,137	384,964	611,173	59.90	59.90	5,680,383	4.54
TOTAL	16,879,106	8,263,975	8,615,131	48.96	46.09	137,993,566	6.24

17. It will be seen from the above that the railways classed as Imperial yielded a return of 6.05 per cent. on the Capital outlay as recorded in the Government accounts, while those classed as Provincial yielded a return of 4.54 per cent.

18. The net receipts from the following railways exceeded the interest charges for the year :—

RAILWAYS.	Net Receipts (less surplus profits and net earnings paid to Companies).	Interest and annuities, etc.	Surplus to State.
IMPERIAL.	Rx.	Rx.	Rx.
East Indian	3,558,539	2,713,353	845,186
Rajputana-Malwa	1,229,839	528,341	701,498
Tirhoot	134,669	99,685	34,984
Eastern Bengal	706,969	569,966	137,003
Palanpur-Deesa	890	640	250
PROVINCIAL.			
Burma	253,085	212,754	40,331

19. The North Western Railway gave a return of 2.61 per cent. on the actual outlay incurred on the line. Owing to the Frontier sections not paying their working expenses and to the heavy loss by exchange on the sterling payments of interest and annuities, the net receipts fell short of interest and annuity charges by Rx. 1,026,220.

20. The financial results to the State of the working of the Companies' lines, classed as State Railways, are shown more fully in Schedule I.

Comparison with Actuals during 1892-93 and Budget and Revised Estimates.

21. The actual gross receipts and working expenses of State Railways for the year 1893-94 compare with the actuals of 1892-93, and with the Budget and Revised Estimates as under :—

	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Gross receipts	16,879,107	16,775,300	+ 103,807	16,291,500	+ 587,806	15,814,807
Working expenses (including sur- plus profits, etc.)	8,283,975	8,259,100	+ 4,875	8,087,500	+ 176,475	7,944,868
NET RECEIPTS	8,615,132	8,516,200	+ 98,932	8,204,000	+ 411,131	7,869,939

Receipts.

22. *With Actuals.*—The receipts are more than the actuals of the previous year by Rx. 1,064,300, due chiefly to passenger traffic having improved, in consequence of important pilgrimages and fairs having been held during the year. The traffic in goods was also favourable owing to a better season. The additional open mileage also contributed to the increase.

On the North Western Railway, there was a large increase, due chiefly to the third class passenger traffic, which had suffered in the previous year owing to a sickly season and a bad harvest, having recovered; to the goods traffic having been better owing to the wheat crops of 1893 being better than those of the previous year (the traffic in this commodity and oilseeds alone accounted for a large portion of the increase); to larger receipts for the hire of vehicles and from mileage and demurrage of stock, and to heavy freight charges due from the Commissariat Department, outstanding in Suspense at the end of the previous year, having been recovered during the year under review.

The increase on the Hyderabad-Umarkot Railway is due to the fact that the previous year's figures dealt with the transactions of only a portion of a year, as the line was opened on 18th August 1892.

The increase on the Bengal Nagpur Railway is attributed to a general improvement in passenger traffic, arising from the further acceleration of train service, and to increased passenger traffic consequent on pilgrimages and fairs, etc.; to large exports of linseed and increased despatches of limestone and wooden sleepers, and to a brisk traffic in salt and myrabolams.

The increase on the East Indian Railway is due to heavier passenger traffic, consequent on several fairs and pilgrimages to Jagganath and Allahabad, and to exceptionally heavy goods traffic in the months of December 1893, January and February 1894 in cotton, linseed, mustard, rapeseed and rice.

The transactions of the East Coast Railway include the receipts of the Bezvada-Godavari and Rajamundry-Vizianagram sections, which were opened to traffic during the last quarter of the previous and during the current years, respectively.

The large increase on the Oudh and Rohilkhand Railway is due to a considerable improvement in passenger traffic, especially in the third class in connection with fairs, and to the traffic over the Lucknow-Rae Bareli section. There was also a marked increase under goods traffic, due chiefly to the earnings for carriage of material for the Bareilly-Rampur-Moradabad Railway, and partly to the opening of the Lucknow Rae Bareli Branch.

The large increase on the Southern Mahratta Railway is due to improved goods traffic—the result of a more favourable season—in consequence of which the traffic in cotton and oilseeds was very brisk. The traffic in food-grains also showed a marked improvement. The opening of the Guntakal-Hindupur Railway has resulted in establishing heavy booking of Singareni coal over this Railway for the South Indian Railway. There was also some improvement in coaching traffic.

The whole of the increase on the Lucknow-Bareilly Railway was in the goods traffic, and is attributed to the Dudwa Branch having been open during nine months this year against three months in the previous year, as well as to normal development of traffic.

The large increase on the Rajputana-Malwa Railway, which was chiefly under coaching traffic, is due to large attendance at fairs and to the movements of Hindu marriage parties. Goods traffic shows a small increase; the traffic in oilseeds and general merchandise improved considerably, the increase in these commodities alone amounting to nearly 15 lakhs. There was however a falling-off in the traffic in raw cotton, grains, salt, and sugar to the extent of about 14½ lakhs.

The large increase on the Eastern Bengal Railway is attributed chiefly to improved passenger traffic, and to the opening of the Barsoi-Kissengunge Branch and Bengal-Dooars Railway.

The decrease on the Bengal and North-Western and Tirhoot Railway is attributed to a poor harvest, and to a temporary stoppage of traffic on the Durbhanga-Bairagnia Branch owing to floods.

The decrease on the Burma Railway under both coaching and goods traffic is due to a bad and late paddy harvest.

The Guntakal-Mysore Frontier Railway was practically opened to traffic during the year under review.

The decrease on the South Indian Railway is attributed to interruption of traffic owing to extensive breaches caused by floods in November 1893.

The decrease on the Indian Midland Railway is attributed chiefly to a large item, on account of freight due on material for the Bina-Guna Railway not having been paid before the close of the year owing to a dispute as to rates.

23. With Budget.—The actuals are more than the Budget Estimate by Rs. 537,606.

On the North Western Railway, there is a large increase, due partly to the causes mentioned in the preceding paragraph and partly to the estimate having been placed too low. It is extremely difficult on a large system like this to forecast the varying conditions of traffic which is subject to sudden and unexpected rises and falls.

On the Bengal Nagpur Railway, the passenger traffic increased, owing to the breaking up of the great fair at Jagganath, which abnormally increased the earnings, and to the acceleration of the through train service. The sundry earnings on this line also show an improvement, the result of increase in mileage and demurrage. On the other hand the goods traffic shows a falling-off, due chiefly to bad harvests in the Chhattisgarh and neighbouring districts.

There was a large increase on the East Indian Railway due chiefly to large earnings from intermediate and third class passengers. There were several Hindu festivals and fairs during the year principally at Jagganath and Allahabad, and the pilgrim traffic to or from these places was exceptionally heavy.

The increase on the East Coast Railway is due to the actuals of the year including the receipts of the Bezvada-Godavari Section of the Railway, while in the estimate, the receipts for this section were amalgamated with those of the Bezvada Extension Railway. The increase is also partly due to the development of traffic on the East Coast Railway generally.

On the Oudh and Rohilkhand Railway, the third class passenger traffic improved, and the receipts for carriage of railway material were larger than anticipated.

The increase on the Southern Mahratta Railway is due to the improvement in the export traffic arising from better harvests.

The increase on the Eastern Bengal Railway is attributed to a generally favourable traffic throughout the year.

The large increase on the Rajputana-Malwa Railway occurred chiefly in coaching traffic, and is due to traffic having proved very much more favourable than was expected. Goods traffic also proved slightly better, and this is due to heavy traffic in seeds, particularly oilseeds.

The decrease on the Burma State Railway is attributed to the estimate having been placed at too high a figure.

The decreases on the Bengal and North-Western and Tirhoot, South Indian and Indian Midland Railways are attributed to the causes mentioned in the preceding paragraph.

24. *With Revised.*—The actual receipts are more than the Revised Estimate by Rx. 103,807 only. The more important variations on individual lines are as under.

There is an increase on the North Western Railway attributed to the traffic in the latter part of February and March having proved much better than was expected.

The large increase on the Bengal Nagpur Railway is attributed to a general improvement in all descriptions of traffic; the passenger traffic towards the close of the year proved very favourable on account of the Kumbh fair as a number of passengers travelled over this line *via* Katni towards Allahabad, etc. Goods traffic was also very brisk in the last quarter of the year, especially in coal despatched from the Umaria Colliery. Wheat, rice and oilseeds were also despatched in large quantities, and the traffic in piece-goods, sleepers, firewood, bamboos and limestone also showed considerable increases.

The increase on the Oudh and Rohilkhand Railway is due to the traffic generally towards the close of the year having proved more favourable than was anticipated in the estimate.

The increase on the Southern Mahratta Railway is due to a sudden expansion of traffic towards the close of the year.

The increase on the Rajputana-Malwa Railway occurs chiefly under coaching traffic and is due generally to the steady development of third class passenger traffic.

The increase on the South Indian Railway is attributed to the earnings during the last few weeks of the year having proved more favourable than was anticipated.

The decrease on the Indian Midland Railway is attributed to the large outstanding referred to in paragraph 22 above.

The decrease on the Bengal and North-Western and Tirhoot Railway is attributed to the causes mentioned in paragraph 22 above.

Working Expenses.

25. *With Actuals.*—The increase of Rx. 319,107 in working expenses as compared with the actuals of the previous year, may be attributed generally to the increase in the traffic earnings. It was 30 per cent. of the increased earnings.

The increase on the North Western Railway is attributed to repairs of flood damages, to the strengthening and re-construction of bridges, to the improvement in traffic, and to heavier repairs and renewals of engines caused by the extra mileage run. The grant of exchange compensation allowances from the 1st April 1893 also contributed to the increase, while the low rate of exchange may also be said to have influenced the expenditure to some extent.

The increase on the Bengal Nagpur Railway is due to increased charges under maintenance and renewals of permanent way, more ballast being required for renewals; to cost of relaying; to abnormal expenditure incurred in connection with the re-roofing of staff quarters; to increased charges for ballast trains and for carriage of corrugated-iron sheets and tiles for staff quarters; to special repairs to coaching vehicles, and to abnormal expenditure in connection with the renewal of bearing springs for goods vehicles.

The increase on the Burma Railway is due principally to the relaying of three miles of permanent way in the Sittang district and to very heavy repairs to coaching and goods vehicles.

The increase on the Oudh and Rohilkhand Railway is due principally to the larger traffic worked and to the opening of the Lucknow-Rae Bareilly Section.

The increase on the Southern Mahratta Railway is attributed to abnormal expenditure on the renewal of sleepers on various parts of the line, to the transfer from Capital of the cost of works and buildings at the Ghorepuri temporary station on its being closed for traffic, to the renewal of copper tube plates and tyres of locomotives, to the carriage of a larger quantity of fuel, to the fitting of Jones' patent buffers to carriage and wagon stock, and to increased expenditure consequent on increased earnings.

The increase on the Rajputana-Malwa Railway is due chiefly to a larger payment on account of surplus profits to the Bombay, Baroda and Central India Railway Company, consequent on the working results having proved more satisfactory, and partly to the payment during the year, instead of in the previous year, of 90 per cent. of the Company's share of surplus profits for the half-year ending 31st December 1892; and to heavy expenditure having been incurred on wheel and axle-changing operations. On the other hand, there was a large saving in locomotive expenses due to less train mileage run, to less coal having been carried during the year, and to three engines having been replaced and extensive repairs having been carried out in the previous year.

The increase on the Warora Colliery is due to an increase in the output of coal, to the issue of two boilers to Revenue, to the write-off to Revenue of Rs. 19,971 representing loss on stores; to an increase in the initial cost of coal, the value of the coal consumed by Revenue thereby being increased, and to a larger consumption of coal.

On the Bengal and North-Western and Tirhoot Railway there was a decrease due to smaller payment on account of the Company's share of net earnings consequent on a decrease in earnings.

The decrease on the East Indian Railway is due principally to an adjustment, by credit to Revenue working expenses and debit to Capital, of Rs. 8,22,827 representing the expenditure to end of 1892-93 on an 11th sleeper per rail laid on the line. This adjustment was carried out under the orders of Government. Excluding this special credit, the actuals are more than those of the previous year by Rs. 39,580, attributed chiefly to the causes mentioned in paragraph 26 below.

The decrease on the Wardha Coal State Railway is due chiefly to a special charge on account of extra renewals of sleepers having been made in the previous year.

The decrease on the South Indian Railway is due to a shorter length of line having been renewed with 50-lb rails, to the transfer of the Dharmavaram-Guntakal Section to the Southern Mahratta Railway Company, and to the accounts of the previous year having included the value of four engines which were replaced at the cost of Revenue.

The decrease on the Eastern Bengal State Railway is due to a special adjustment of Rs. 2,62,468, representing the depreciation charges on the Bengal Central Railway Rolling Stock, which was credited to Capital by debit to the Revenue Account under the orders of Government, having been included in the accounts of the previous year.

The decrease on the Indian Midland Railway is attributed chiefly to a provisional payment having been made to the Bombay, Baroda and Central India Railway in the previous year on account of share of the cost of joint works at Agra.

The Guntakal-Mysore Frontier Railway was practically opened to traffic during the year under review.

26. *With Budget.*—The actual working expenses exceeded the Budget Estimate by Rs. 176,475. The more important variations in line estimates are as under—

The excess on the Bengal and North-Western and Tirhoot Railway is attributed to an under-estimate for renewals of permanent way, to flood damages on the Durbhanga-Bairagnia Branch, and to heavier repairs to stations and buildings.

The excess on the North Western Railway is due to the heavier traffic worked, to a larger consumption of fuel, and to more extensive renewals of engines and vehicles.

The excesses on the Burma and Rajputana Malwa Railways are attributed to the causes mentioned in the preceding paragraph.

The excess on the East Coast Railway and the lapse on the Bezvada Extension are attributed to the cause mentioned in paragraph 22 above, and to extra working expenses consequent on increased earnings.

The excess on the Southern Mahratta Railway is due to an increase in the Company's share of net earnings for 1893, consequent on the improved traffic; to the payment of 90 per cent. of the Company's share of net earnings for the half-year ended 31st December 1892 not being provided for in the estimate; and to increased expenditure consequent on increased earnings.

The excess on the Mysore State Railway is due chiefly to the improved earnings, and to the payment of the Company's share of net earnings for three half-years as explained in the previous paragraph.

The excess on the Indian Midland Railway occurs chiefly under maintenance of way and works, and is attributed to sufficient provision not having been made in the estimate for extraordinary renewals.

The excess on the Warora Colliery is attributed to the issue of boilers to Revenue and to adjustments in the value of stores.

The lapse on the East Indian Railway is attributed to the special credit of Rs. 8,22,827 referred to in para. 25. Excluding this credit, the actuals are in excess, due chiefly to extensive renewals of sleepers; to renewals of rails and of fencing; to heavier charges than were anticipated for payments to other lines on account of hire of vehicles and mileage and demurrage charges; and to increased expenditure on fuel and running expenses, due to the heavier traffic worked.

The lapse on the Oudh and Rohilkhand Railway is attributed entirely to delay in the supply of wooden sleepers intended for renewals; and to the share of joint station charges of Moghal Serai and Aligarh stations for the year 1893 remaining unadjusted.

The lapse on the South Indian Railway is attributed principally to the renewals with 50-lb rails being less than estimated for.

27. *With Revised.*—The actual working expenses compare very favourably with the amount of the Revised Estimate, the result being a small excess of Rs. 4,875. The more important variations between the estimate and actuals on individual lines are detailed below:—

The excess on the North Western Railway is attributed entirely to the increased traffic at the close of the year, and to a credit for share of joint station expenses not having been received from the East Indian Railway.

The excess on the Bengal Nagpur Railway is attributed to the cost of working the increased traffic which sprang up suddenly during the last quarter of the year.

The excess on the East Coast Railway is attributed to the working expenses having been under-estimated.

The excess on the Eastern Bengal State Railway is attributed to fluctuations in the suspense accounts.

There is a small lapse on the East Indian Railway due chiefly to short expenditure on repairs and renewals of vehicles.

The lapses on the Oudh and Rohilkhand and South Indian Railways are attributed to the programme of work not being fully carried out.

The lapse on the Rajputana-Malwa Railway occurred principally under Locomotive expenses and is due to less train mileage run, and to less coal having been carried during the year than was anticipated.

(ii)—Interest and Annuities.

28. The charges for interest and annuities on account of State Railways for 1893-94 amounted to Rx. 9,281,312, as under:—

	ENGLAND.		India.	Total.
	Sterling.	Rupee equivalent.		
	£	Rx.	Rx.	Rx.
Interest charged in India on debt incurred for direct outlay by the State . . .	...	...	3,152,455	3,152,455
Interest on debt taken over or incurred in connection with lines transferred from Companies to the State:—				
On debentures since discharged . . .	...	...	174,494	174,494
On debentures, debenture stock and on Indian stock issued in redemption of annuities, debentures and debenture stock and for purchase of undertakings . . .	997,468	1,645,679	210	1,645,889
Annuities in purchase of Companies' lines . . .	1,695,547	2,797,424	...	2,797,424
Interest on Capital deposited by Companies . . .	679,685	1,121,306	31,800	1,153,115
Interest chargeable against Companies on Advances by Secretary of State . . .	216,948	357,985	...	357,985
TOTAL . . .	3,589,593	5,922,344	3,858,968	9,281,312

29. Interest is charged in India at 4 per cent. per annum on debt incurred for direct outlay by the State, except on a loan of Rx. 1,000,000 from His Highness the Maharaja Holkar for the Holkar State Railway which bears interest at $4\frac{1}{2}$ per cent. per annum.

30. The debt taken over or incurred in connection with lines acquired by the State from Companies is on account of the East Indian, Eastern Bengal, Sind, Punjab and Delhi (incorporated in the North Western Railway), Oudh and Rohilkhand and South Indian Railways, and consists of debentures and debenture stocks of the Companies, of which the State assumed the direct liability on the transfer of the lines to Government; of India stock issued in purchase of the Oudh and Rohilkhand and South Indian Railways; and of stock issued from time to time in redemption of portions of annuities or of debentures and debenture stocks, which are bought up as opportunity offers.

The debentures discharged up to date are as under:—

	Rx.
East Indian Railway, £2,950,000 or expressed in Rx., converted at the contract rates for the years in which discharged . . .	3,546,684
Eastern Bengal Railway, £612,350 or expressed in Rx., converted at the average rates for the years in which discharged . . .	815,670

and interest is calculated at the rate of 4 per cent. per annum on these sums as in the case of direct outlay by the State.

81. The details of the interest charges and the charge on account of each line are as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	Oudh and Rohilkhand.	South Indian.	TOTAL.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
On debentures discharged	141,867	32,627	...	...	...	174,494
On debenture and debenture stock	106,588	23,011	...	65,283	63,394	258,276
On India 3½ per cent. stock issued in redemption of portion of annuity and debenture stock	395,090	33,507	271,198	—541	...	699,254
On India 3 per cent. stock issued in redemption of portion of annuity, debenture stock and debentures, and for purchase of undertakings from Railway Companies	12,267	34	...	487,801	184,736	684,838
On 4 per cent. rupee debt issued in redemption of portion of annuity	210	...	...	...	...	210
Discount Sinking Fund in redemption of debt incurred in excess of money raised . . . . .	...	...	...	3,311	...	3,311
TOTAL	656,022	89,180	271,198	555,854	248,130	1,820,383

32. The East Indian, the Eastern Bengal and the Sind, Punjab and Delhi Railways were purchased by annuities: the East Indian Railway annuity, terminating in 1953, at the rate of £5-12-6 for every £100 stock of the Company, the Eastern Bengal, terminating in 1957, at £6-3-4-79 per £100 stock, and the Sind, Punjab and Delhi, terminating in 1958, at the rate of £5-3-3-141 per £100 stock. In the case of the East Indian Railway a portion of the annuity equivalent to one-fifth of the commuted value of the capital stock, or £6,550,000, has been deferred, and on this interest at 4 per cent. is guaranteed. The holders of this portion of the stock participate in the surplus profits.

The charges in respect of each line were as follows:—

	East Indian.	Eastern Bengal.	Sind, Punjab and Delhi (North Western).	TOTAL.
	Rx.	Rx.	Rx.	Rx.
Annuity	1,394,044	192,785	612,682	2,199,511
Interest in lieu of deferred annuity	432,264	...	...	432,264
Sinking Fund	96,431	7,190	59,118	162,739
Contribution towards management of Sinking Funds, etc.	2,269	213	428	2,910
TOTAL	1,925,008	200,188	672,228	2,797,424

33. The charges under "Interest on capital deposited by Companies" and "Interest chargeable against Companies on advances" relate to the newer Companies, the lines undertaken by which are classed as State Railways. During later years, the funds required for additional capital works have been provided by advances made to the Companies from funds raised by the Secretary of State under the provisions of Act 51, Vict., Cap. 5. The charges for interest on these advances appear under the heading "Interest chargeable against Companies on advances."

34. The charges incurred in connection with each line are given in the following table:—

RAILWAYS.	INTEREST ON CAPITAL DEPOSITED BY COMPANIES.			INTEREST CHARGEABLE AGAINST COM- PANIES ON ADVANCES.	GRAND TOTAL.
	India.	England and Exchange.	Total.		
				England and exchange.	
	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Nagpur . . .	19,415	282,539	301,954	145,805	447,759
Assam-Bengal . . .	...	77,690	77,690	...	77,690
Bengal Central . . .	...	28,873	28,873	26,810	55,683
Indian Midland . . .	...	349,785	349,785	72,121	421,906
Lucknow-Bareilly . . .	12,394	...	12,394	...	12,394
South Indian . . .	...	49,496	49,496	...	49,496
Southern Mahratta* . . .	...	332,923	332,923	113,199	446,122
TOTAL . . .	31,809	1,121,306	1,153,115	357,935	1,511,050

* Including Mysore.

35. The charge in India against the Bengal Nagpur Railway represents interest on capital expended by Government on the Katni-Umaria State Railway, which was subsequently taken over by the Bengal Nagpur Railway Company as a part of its undertaking. This expenditure has not been refunded by the Company, but the State ranks as a shareholder to the extent of the capital contributed by it. Interest on money raised by the Rohilkhand and Kumaon Company for expenditure on the Lucknow-Bareilly Railway—though a sterling capital—is paid in India.

SECTION B.

GUARANTEED RAILWAYS.

36. This section deals with (i) the revenue transactions of the Great Indian Peninsula, the Bombay, Baroda and Central India, and the Madras Railways; and (ii) the charges incurred by the State in the payment of surplus profits and contributions to Provident Funds; on land, which, under the several contracts, is supplied free of charge to the companies; on Government controlling establishments; and on interest on capital. The Government controlling establishments also exercise, in some instances, supervision over State lines leased to companies, and perform certain duties in connection with State Railways, but the entire cost is included under this head. Recoveries are, however, made from State lines leased to companies on account of Government supervision, and the amount of such recoveries is credited to this head.

I.—REVENUE TRANSACTIONS.

XXVII.—*Net Traffic Receipts.*

37. At the close of the year under review, the open mileage of the Guaranteed Railways was as follows* :—

	Total length open.	Length laid with two or more tracks.
	Miles.	Miles.
Great Indian Peninsula	1,286½	462
Bombay, Baroda and Central India	460½	60
Madras	839½	42½
TOTAL	2,586½	564½

*Administration Report on the Railways in India for 1893-94, Part I, Appendix C.

38. The net receipts of the Guaranteed Railways during 1893-94 amounted to Rx. 3,383,812. The transactions of each Railway for the year were as follows :—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.
	Rx.	Rx.	Rx.
Receipts—			
Administrative	3,949,930	1,528,527	1,038,374
Suspense	280,480	1,337,424	119,872
TOTAL	4,230,410	2,865,951	1,158,246
Payments—			
Administrative	2,018,062	539,789	519,380
Suspense	337,355	1,347,846	108,363
TOTAL	2,355,417	1,887,635	627,743
Net Receipts—			
Administrative	1,931,868	988,738	518,994
Suspense	—56,875	—10,422	+11,509
TOTAL	1,874,993	978,316	530,503
Percentage of working expenses to earnings	51·09	35·31	50·02
Average earnings per mile per week	55·87	63·63	23·73

39. Taking the Capital expenditure as stated in rupees in the Indian Accounts (in which sterling figures have been converted at the fixed contract rates of 1s. 10d. the rupee) the return per cent. on Capital outlay incurred to the end of the year was as under :—

	Capital outlay to 31st March 1894.	Net Receipts, 1893-94.	Percentage on Capital outlay.
	Rx.	Rx.	Rx.
Great Indian Peninsula	27,692,205	1,874,998	6.77
Bombay, Baroda and Central India	9,659,233	978,316	10.13
Madras	12,041,326	530,503	4.40

40. The traffic on the Great Indian Peninsula Railway shows a falling-off compared with the previous year. This is chiefly due to smaller exports of wheat, and depletion of stock of food-grains in 1892, to meet the prevailing scarcity in the Madras Presidency. The total receipts were higher than in the previous year owing to increased recoveries under suspense, arising principally from traffic belonging to foreign lines. The Working Expenses of the year were greater than in the previous year, in consequence chiefly of heavy renewals of engines. The entertainment of additional staff to work an altered train service and the opening of new crossing stations contributed to the excess to a certain extent.

41. On the Bombay, Baroda and Central India Railway the results are more favourable than in the preceding year. There was an increase under *coaching*, due chiefly to an improvement in the third class passenger traffic. The *goods* earnings also showed an improvement, due to increased traffic under the items of oil, seeds, sugar, timber and other miscellaneous articles of merchandise. This increase was, however, to a certain extent counterbalanced by a falling-off in the carriage of wheat and railway materials.

The Working Expenses of the year were less than in the previous year. The decrease is due to there being no expenditure on renewals with steel rails, or on repairs to monsoon damages. Large credits for sale of old rails and less renewals and repairs to coaching and goods vehicles have also helped to reduce the expenditure.

42. On the Madras Railway, the traffic improved generally, the goods traffic especially, due to large quantities of coal having been despatched for the Gold Mining Companies at Kolar, to the improvement of traffic in raw cotton and to the increased traffic in grain. The Working Expenses were lower than in the previous year, owing to heavy repairs and renewals to permanent way and bridges, having been carried out in that year.

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

43. A statement, attached to this review as Schedule B, compares in detail the transactions of the year with the Revised and Budget Estimates and the actuals of 1892-93. The following is a summary of the net results :—

RAILWAYS.	NET RECEIPTS.	REVISED ESTIMATE.		BUDGET ESTIMATE.		NET RECEIPTS.
	Actuals, 1893-94.	Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	Actuals, 1892-93.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	1,874,998	1,910,000	—35,007	1,960,000	—85,007	1,936,286
Bombay, Baroda and Central India	978,316	967,500	+ 10,816	840,000	+ 138,316	855,810
Madras	530,503	520,000	+ 10,503	435,000	+ 95,503	452,317
TOTAL	3,383,812	3,397,500	—13,688	3,235,000	+ 148,812	3,244,413

44. The increase in the actuals as compared with those of 1892-93 and with the Budget Estimate was due to the improvement in traffic on the Madras and Bombay, Baroda and Central India Railways. The difference between the actuals and the Revised Estimate is comparatively small.

II. — SURPLUS PROFITS, ETC., LAND, SUPERVISION AND INTEREST.

Surplus Profits and Contribution to Provident Funds.

45. Under the contracts with the Guaranteed Railway Companies, a moiety of the excess of net earnings over interest charges for each half-year ending 30th June and 31st December, taken separately, is paid to the Companies; but in calculating the total surplus for division the Secretary of State is able to place against the net earnings stated in rupees one rupee only for every 1s. 10d. of guaranteed interest which he has paid. The share falling to the Companies is, therefore, much in excess of a true moiety of the actual surplus after meeting the sum which the Secretary of State actually pays as interest charges. In any half-year during which the net earnings fall short of the interest charges, the deficiency is borne wholly by Government.

46. A contribution from net earnings is made in aid of the Provident Funds established on the Great Indian Peninsula and Bombay, Baroda and Central India Railways, for the benefit of the Companies' employes, when the net earnings on capital give a return of more than 6 per cent. per annum on the Bombay, Baroda and Central India, and of 3 per cent. half-yearly on the Great Indian Peninsula Railway. A Provident Fund was established during 1891-92 on the Madras Railway, but on a different basis, the contribution forming a charge to working expenses.

47. The payments to the Companies during the year 1893-94 on account of Surplus Profits and Contributions to Provident Funds were as follows :—

	Surplus profits.	Contribution to Provident Funds.	TOTAL.
	Rx.	Rx.	Rx.
Great Indian Peninsula	292,737	12,460	305,197
Bombay, Baroda and Central India	248,169	17,888	266,057
TOTAL	540,906	30,348	571,254

Land.

48. The charges for land for Guaranteed Railways during the year were comparatively small. They were as follows :—

	Rx.
Great Indian Peninsula	835
Bombay, Baroda and Central India	3,211
Madras	1,054
TOTAL	5,100

Supervision.

49. The charges falling under this head represent the cost of the establishments of the Consulting Engineers and Government Examiners employed on the supervision, audit and control of the transactions of Companies' lines, and a moiety of the cost of the office of the Director General of Railways. The

amounts recovered from Railway Companies are credited to this head. The charges during the year under review were as follows :—

	Control. Rx.	Audit. Rx.
Bombay	12,657	11,084
Madras	6,207	5,307
Calcutta	7,401	4,076
Central Division	6,268	4,252
North-Western Provinces and Oudh	8,715	3,215
Assam	4,864	2,401
Director General of Railways, etc. (share of office of)	15,806	...
	<u>61,718</u>	<u>30,835</u>

TOTAL	92,053
Less—Recoveries from Companies	63,149
NET CHARGE	<u>28,904</u>

50. The contributions for Government supervision, audit and control, recovered from the several Railway Companies, were as follows :—

	Rx.
East Indian	10,000
Rajputana-Malwa	13,584
Bengal and North-Western and Tirhoot	3,024
Bengal Nagpur	6,900
Bengal Central	1,000
Indian Midland	5,419
Southern Mahratta (including Mysore)	10,717
Rohilkhand-Kumaon (including Lucknow-Bareilly)	1,113
South Indian	8,337
Assam-Bengal	3,055
TOTAL	<u>63,149</u>

51. The contribution payable from East Indian Railway revenues has been fixed under the contract at Rs. 50,000 half-yearly. With the exception of the Bengal and North-Western and the Rohilkhand-Kumaon Railway Companies the contributions paid by Railway Companies are calculated at the rate of Rs. 40 per half-year per mile of line constructed or under construction. The contributions by the Bengal and North-Western and Rohilkhand-Kumaon Railway Companies are calculated at the rate of Rs. 20 per mile half-yearly.

52. No contribution is made by the old Guaranteed Railways towards the cost of Government audit and control.

Interest.

53. The charges for Interest during the year 1893-94 were as under :—

	On Capital held in England.		On Capital held in India.	On over-drawals on Capital Account.	TOTAL.
	Amount. £	Equivalent. Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	1,203,816	1,986,134	2,071	...	1,988,205
Bombay, Baroda and Central India	417,517	688,847	272	152	689,271
Madras	533,387	880,016	...	...	880,016
TOTAL	2,154,720	3,554,997	2,343	152	3,557,492

The foregoing figures represent the interest paid during the year, and not the liability for interest for the year 1893-94. No additional capital was raised during the year under review. The interest on overdrawn capital represents interest charged by Government at the rate of $4\frac{1}{2}$ per cent. per annum on advances to the Bombay, Baroda and Central India Railway Company on Capital Account.

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

54. In the statement attached to this review as Schedule C, a comparison in detail will be found of the actual charges for Surplus Profits, etc., Land and Supervision, and Interest, with the Revised and Budget Estimates and with the Actuals of 1892-93, of which the following is a summary :—

	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more + or less —.	Estimate.	Actuals, more + or less —.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Surplus Profits, etc.	571,254	570,900	+ 354	562,800	+ 8,454	581,924
Land and Supervision.	34,004	34,900	— 896	50,400	— 16,396	29,423
Interest . . .	3,557,492	3,544,400	+ 13,092	3,503,900	+ 48,592	3,438,635
TOTAL . . .	4,162,750	4,150,200	+ 12,550	4,122,100	+ 40,650	4,049,982

The decrease in surplus profits, as compared with the actuals of the previous year, is due to the traffic on the Great Indian Peninsula Railway not having been so good as in 1892-93. The increase over the Budget Estimate is due to the Bombay, Baroda and Central India Railway Company's share of profits having been more than was anticipated owing to an improvement in traffic.

The increase in Land and Supervision over the actuals of the previous year is due principally to the charges for the offices of Consulting Engineer and Government Examiner of Accounts, Assam-Bengal Railway, being for the whole year, whereas in 1892-93 these offices were only in existence for five months, and to the outlay on land taken up for the Anand Station, Bombay, Baroda and Central India Railway. The lapse on the Budget Estimate is due to the fact that the provision for certain land made in the estimate for the Great Indian Peninsula and Madras Railways was not needed.

The increase in the interest charges over the actuals of 1892-93 and over the Budget Estimate is due chiefly to the fall in the rate of exchange.

Effect on State Revenues.

55. The following table shows the direct results to the State of the working of the Guaranteed Railways for the year :—

	Net Traffic Receipts.	CHARGES.				Gain or loss (+ or —).
		Interest.	Surplus Profits.	Contribution to Provident Funds.	TOTAL.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula.	1,874,993	1,988,205	292,737	12,460	2,293,402	— 418,409
Bombay, Baroda and Central India.	978,316	689,271	248,170	17,837	955,328	+ 22,988
Madras . . .	530,503	880,016	...	...	880,016	— 349,513
TOTAL . . .	3,383,812	3,557,492	540,907	30,347	4,128,746	— 744,934

56. In addition to the above, the cost of land provided at the expense of the State and a proportionate share of the cost of the Government controlling establishments have to be taken into consideration, in order to arrive at the real financial results to the State of its connection with Guaranteed Railways. The above table, however, shows prominently the effects of the provision in the contracts under which surplus profits are declared half-yearly, and the sterling interest is converted for the purpose of this division at the fixed contract rate of 1s. 10d. (*vide* para. 45). Thus the Great Indian Peninsula Railway received as surplus profits during the year the sum of Rx. 292,737, while Government, although nominally entitled to share equally with the Company, sustained a loss of Rx. 418,409. During the second-half of 1893 the net earnings fell short of the guaranteed interest and Government had to make good the deficiency and to bear also the loss by exchange on interest paid in England. The Bombay, Baroda and Central India Railway Company received Rx. 248,169 as surplus profits, while the actual surplus accruing to the State was only Rx. 22,988.

57. In the following statement the results to the State of the working of these railways for the last five years are exhibited :—

GAIN OR LOSS (+ OR -).

RAILWAYS.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula .	-197,044	+151,489	+20,680	-877,138	-418,409
Bombay, Baroda and Central India.	-14,905	+81,433	+39,382	+1,719	+22,988
Madras	-350,750	-236,283	-359,428	-400,727	-349,513
TOTAL	-562,699	-3,361	-299,366	-776,146	-744,934

58. The following statement shows the total amount paid on account of guaranteed interest to each of the Guaranteed Railway Companies still in existence on 31st March 1894, the net revenue of the several lines to the 31st of December 1893, appropriated towards the repayment of that amount, and the balance. For the purposes of this statement, the net revenue and the guaranteed interest paid in India are converted at the contract rates of exchange. The amounts shown as guaranteed interest paid in England represent true sterling :—

RAILWAYS.	GUARANTEED INTEREST PAID TO 31st MARCH 1894.			Aggregate of net revenue balances for the several half-years to 31st December 1893 inclusive— less moiety of surplus profits repaid to Com- panies.	Net amount paid.
	In England.	In India.	Total.		
	£	£	£	£	£
Great Indian Peninsula .	34,662,334	474,038	35,136,372	31,716,696	3,419,676
Bombay, Baroda and Central India.	12,117,937	87,985	12,205,922	10,568,398	1,642,529
Madras	16,548,595	2,332	16,545,927	8,353,445	8,192,482
TOTAL	63,328,866	564,355	63,888,221	50,633,534	13,254,687

There were of course similar figures relating to each Company whose railway Government purchased by annuities, or on other terms.

SECTION C.

SUBSIDIZED COMPANIES.

(Major Heads XXVIII and 40.)

59. The transactions in connection with subsidized railways which appear in the Government accounts under the heading Subsidized Companies represent—

Under *Revenue*, Head XXVIII.—Repayments of advances of interest.

Under *Expenditure*, Head 40.—Cost of land supplied free, subsidies paid and advances of interest.

(i) *Repayments of Advances of Interest.*

60. The amounts credited as Revenue under this head comprise repayments of advances of interest by the Rohilkhand-Kumaon Railway Company and by the Mysore Durbar on account of the Mysore Railway.

61. In the case of the Rohilkhand-Kumaon Railway, the State advanced interest at the rate of 4 per cent. per annum on the Company's share capital while the line was under construction. In consideration of this payment the State is entitled, under the terms of the contract, to a moiety of any surplus earnings, after meeting working expenses, interest on borrowed capital, if any, and a sum sufficient to pay a dividend at the rate of 5 per cent. per annum on the Company's share capital, until such time as the interest advanced by the Secretary of State, together with interest thereon at the rate of 4 per cent. per annum, shall have been repaid. The following is a summary of the advances and repayments of interest to the close of 1893-94 :—

YEAR.	Advances.	REPAYMENTS.	
		England.	India.
	Rx.	Rx.	Rx.
1882-83	432	...	...
1883-84	4,667	...	...
1884-85	7,986*	...	...
1885-86 . . . . .	...	...	119
1886-87 . . . . .	...	...	82
1888-90 . . . . .	...	91	...
1890-91 . . . . .	...	975	...
1891-92 . . . . .	...	1,427	...
1892-93 . . . . .	...	...	...
1893-94 . . . . .	...	...	...
TOTAL	13,085	2,498	151

62. The payment by the Mysore Durbar on account of the Mysore State Railway represents the net charge for interest paid by Government to the Southern Mahratta Railway Company in connection with the Mysore Railway. The Secretary of State, acting on behalf of the Mysore State, has guaranteed the interest on the capital raised by the Southern Mahratta Railway Company for the construction of the Mysore Railway, and the Durbar makes good the excess of interest over net revenue, and will receive any excess of net revenue over interest charges. The receipts and working expenses and interest charges of the Mysore Railway are recorded in the Government accounts under their respective Railway heads, and the net charge for interest only (*i.e.*, interest on capital expended *minus* net receipts), which is recoverable from the Mysore Durbar, is credited under this head.

* Interest (£295) realised from investment of funds deposited by the Company for a fixed period taken in reduction of advances of interest.

63. The amount recovered from the Mysore Durbar during 1893-94 was Rx. 34,054, arrived at as under:—

	Rx.
Interest on capital	79,194
Less—Charge borne by Government for interest on the unexpended balance of the capital retained in their hands	8,460
	<hr/>
Remainder	70,734
Net receipts	38,680
	<hr/>
	34,054
Net charge for interest recovered from the Mysore Durbar—	
Compared with, for 1892-93	17,888
" " 1891-92	31,567
" " 1890-91	30,505
" " 1889-90	49,012
" " 1888-89	42,768

(ii) Land, Subsidies, and Advances of Interest.

64. The charges for land, subsidies and advances of interest are borne partly by Imperial and partly by Provincial Revenues. The items falling on the Imperial Government are charges for land, provided free of cost under the terms of the contracts, in connection with the Bengal and North-Western, Delhi-Umballa-Kalka and Nilgiri Railways. The Nilgiri Railway was also entitled, under the terms of its contract, to interest at 3 per cent. on its capital deposited in a Government treasury for three years, or until the line is opened throughout for traffic, if earlier. The three years expired on the 30th September 1893.

65. The charges debited to Imperial Funds during 1893-94 on account of subsidized railways were—

	Rx.
Bengal and North-Western Railway (Land charges)	970
Nilgiri Railway (")	3,004
Ditto (Interest)	2,792
	<hr/>
TOTAL	6,766

66. The charges borne by the Provincial Governments in connection with subsidized railways are—

Assam.—An annual subsidy, payable to the Assam Railways and Trading Company, Limited, on account of the Dibru-Sadiya Railway, of such amount—subject to a maximum of Rs. 1,00,000—as, together with the net earnings of the Railway, shall be sufficient to yield a return of 5 per cent. per annum on Capital outlay; and a share of the pay and allowances of the Examiner of Public Works Accounts, Assam.

Bengal.—Charges for land which, under the terms of the contracts, has to be provided free of cost to the Tarkessur, Dooars, and Deoghur Railways.

North-Western Provinces and Oudh.—An annual subsidy of Rs. 40,000 payable to the Rohilkhand-Kumaon Railway Company up to 31st December 1894, and charges for land in connection with that Railway.

67. The amounts debited against Provincial Revenues during 1893-94 were—

	Rx.
Dibru-Sadiya Railway (Subsidy and audit)	10,042
Dooars Railway (Land)	259
Rohilkhand-Kumaon Railway (Subsidy)	4,000
Ditto ditto (Land)	—67
	<hr/>
TOTAL	14,234

68. The total charges in connection with each line to the close of 1893-94 will be found in the statement attached to this note as Schedule D.

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

69. The actual receipts during the year under Head XXVIII compare with the actuals of 1892-93 and the Budget and Revised Estimates as under—

	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
XXVIII.—SUBSIDIZED COMPANIES.						
Rohilkhand-Kumaon . . . .	...	...	...	1,600	—1,600	...
Mysore	34,054	33,700	+ 354	23,600	+ 10,454	17,883
TOTAL	34,054	33,700	+ 354	25,200	+ 8,854	17,883

The Government share of surplus earnings of the Rohilkhand-Kumaon Railway for the year 1892 was not received during the year owing to questions having been raised as to the amount of that share.

The difference between actuals and the Revised and Budget Estimates of the repayment by the Mysore Durbar is due to the net revenue of the railway having been lower than the estimates.

70. The actual expenditure during the year under head 40 compares with the actuals of 1892-93 and the Budget and Revised Estimates as under:—

	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
40—SUBSIDIZED COMPANIES—						
Imperial	6,766	8,600	—1,834	14,200	—7,434	12,383
Provincial	14,234	14,300	—66	14,200	+ 34	16,643
TOTAL	21,000	22,900	—1,900	28,400	—7,400	29,026

71. The lapse, under Imperial, is due to land not having been acquired for spoil on the Nilgiri Railway; to short payments of compensation charges in the districts of Gonda, Bahraich and Bari Banki, and to less land having been acquired during the year in connection with the Bengal and North-Western Railway; and to the interest paid to the Nilgiri Railway Company having been less than was estimated, the three years during which these charges were payable under the terms of the contract having expired on the 30th September 1893.

SECTION D.

41.—MISCELLANEOUS RAILWAY EXPENDITURE.

72. The following expenditure is recorded under this head :—

- (a) Outlay on surveys.
- (b) Surplus Establishment and Miscellaneous charges.
- (c) Director General of Railways' Establishment (share of).
- (d) Port Storekeeper's Establishment.
- (e) Abt material and engine suspense account.
- (f) Land charges in connection with Native States Railways.

73. At the commencement of the year 1893-94 the following surveys were in hand :—

Imperial.

Rutlam-Bara Survey.
 Mandalay-Kunlon Survey.
 Chittagong-Akyab-Minhla Survey.
 Mogoung-Irrawaddy Survey.
 Cuttack-Midnapore-Calcutta Survey.
 Monghyr Extension Survey.
 Anarpur-Begum Serai Survey.
 Rae Bareilly-Benares Survey.
 Dera Ismail Khan-Murtaza Survey.
 Delhi-Minchinabad Survey.
 Wazirabad-Multan Survey.
 Kalka-Simla Survey.
 Umballa-Patiala Survey.
 Frontier Railway Surveys.
 Sambalpur-Khurda Survey.

74. During the course of the year the undermentioned surveys were undertaken by the Imperial Government :—

Umarkot-Pachpadra Survey.—A detailed survey for a line of railway on the metre gauge from the river Nara, about 16 miles north-west of the town of Umarkot, to near Pachpadra where it joins a branch line of the Jodhpur-Bikaner Railway system, at an estimated cost of Rs. 46,027.

Saugor-Katni Survey.—A reconnaissance survey for a new alignment of the section from Saugor to Katni on the Bilaspur-Etawah Railway, at an estimated cost of Rs. 26,404.

Raipur-Sonpur Survey.—A reconnaissance survey for a line of railway from Raipur on the Bengal Nagpur Railway to Sonpur, at an estimated cost of Rs. 9,990.

Thehaw-Myingyan Survey.—A survey for an alternative route for a branch line to Myingyan, at an estimated cost of Rs. 6,500.

Singhia-Madaripore-Chandpore Survey.—A reconnaissance survey for a line of railway to connect the Bengal Central and Assam-Bengal Railways, at a cost of Rs. 5,141.

Ghaziabad-Moradabad Survey.—A detailed survey for a line of railway on the standard gauge from the Ghaziabad junction of the North Western and East Indian Railways *via* Gurmuktesar to Moradabad on the Oudh and Rohilkhand Railway and a branch from the 52nd mile of the main line near Gurmuktesar to Chandausi, also on the Oudh and Rohilkhand Railway, at a cost of Rs. 70,481.

Rampur-Ramnagar Survey.—A survey for the construction of a branch of the Oudh and Rohilkhand Railway to Ramnagar at the foot of the hills within easy reach of Naini Tal and Ranikhet, at an estimated cost of Rs. 28,560.

Bareilly-Soron Survey.—A survey for a line of railway from Bareilly, the terminus of the Rohilkhand and Kumaon Railway system, to Soron on the Cawnpore-Achnera Railway at an estimated cost of Rs. 20,092.

Ludhiana-Ferozepore Survey.—A detailed survey for a line of railway from Ludhiana on the North Western Railway to Ferozepore on the Rewari-Ferozepore Railway, at an estimated cost of Rs. 26,838.

Kotri-Karachi Survey.—A survey for doubling the North Western Railway between Kotri and Karachi, at an estimated cost of Rs. 15,840.

Kotri-Rohri Survey.—A reconnaissance survey for a line of railway on the left bank of the Indus between Kotri and Rohri, at an estimated cost of Rs. 3,896.

Bezvada-Madras Survey.—A survey for a line of railway on the standard gauge from Madras to Bezvada, the present southern terminus of the East Coast Railway, at an estimated cost of Rs. 1,80,000.

75. The following surveys were undertaken during the year by the Governments of Bengal and Madras,—

BENGAL.

Sultanpore-Bogra Survey.—A survey for a branch line of railway as a feeder to the Northern Section of the Eastern Bengal State Railway, at an estimated cost of Rs. 1,207.

MADRAS.

West Coast Railway Survey.—Reconnaissance surveys for lines of railway from Mangalore to Arsikere on the Southern Mahratta Railway, Hassan to Mysore and Nanjangode to Erode, at a cost of Rs. 20,745.

76. The expenditure incurred during the year 1893-94 amounted to Rx. 103,439 as under:—

Imperial	Rx.
Provincial	102,252
	1,187
Total	103,439

77. The Imperial outlay includes the following:—

Outlay on surveys	79,204
Surplus Establishment and Miscellaneous charges	5,027
Director General of Railways' Establishment (share of)	15,806
Port Storekeeper's Establishment	2,184
Land charges in connection with Native States Railways	31
TOTAL	102,252

78. The details of outlay on surveys will be found in the statement attached to this review as Schedule E.

79. The items debited during 1893-94 to the account "Surplus Establishment and Miscellaneous charges" were—

Leave allowances (other than privilege leave) of pensionable employees of Rajputana-Malwa Railway	Rx.
Salaries and allowances of the following officers:—	587
Mr. M. Gregory, Assistant Engineer	158
„ B. A. Maine	161
„ H. B. Addis, Executive Engineer	708
„ J. Willcocks, ditto	99
„ E. A. Lee, Examiner of Accounts	21
„ P. P. Dease, Engineer-in-Chief	62
„ A. C. Chatterjee	44
„ R. K. Biernackie, Assistant Locomotive Superintendent	166
„ J. Lightfoot, Examiner of Accounts	829
Petty items	28
Salary of Mr. H. P. Burt while employed as Secretary to the Railway Conference	260
Police supervision charges, not agreed to by the Bengal and North-Western Railway	218
Deficiency in value of stores taken over from Nalhati State Railway	910
Bonuses to—	
Mr. Cole for report on Railway working in England and France	80
Mr. E. A. Ryles for use of his patent for painting and varnishing railway carriages	500
Contribution to Clerks' Provident Fund	201
TOTAL	5,027

80. The amount debited to this head on account of the establishment of the Director General of Railways represents half the fixed monthly charge of

Rs. 21,000 debited by the Civil Department, under the authority of Public Works Department Resolution No. 6125, dated 9th November 1888, and half the actual salary and travelling allowances of the Consulting Engineer to the Government of India for State Railways. The other moiety of these charges is debited to the major head "39—Guaranteed Companies—Land and Supervision."

81. The amount shown under Port Storekeeper's Establishments represents—

	Rx.
(1) The cost of the Port Storekeeper's office at Calcutta	1,995
(2) Establishment entertained by the Marine Storekeeper, Bombay, in connection with the local purchase of stores for State Railways	189
TOTAL	2,184

The expenditure recorded as Provincial represents outlay on—

	Rx.
Provincial Surveys in Madras	1,066
Ditto in Bengal	121
TOTAL	1,187

Comparison with Actuals of 1892-93 and the Budget and Revised Estimates.

82. The actual outlay during the year under "41—Miscellaneous Railway Expenditure" compares with the actuals of 1892-93 and the Budget and Revised Estimates as under :—

HEAD OF ACCOUNT.	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
41.—Imperial	102,252	110,000	—7,748	107,500	—5,248	—10,860
41.—Provincial	1,187	1,200	—13	...	+1,187	...
TOTAL	103,439	111,200	—7,761	107,500	—4,061	—10,860

83. The larger outlay, as compared with the actuals of the previous year, is due to the accounts for that year having included the refunds by the Assam-Bengal Railway Company of the past outlay on the Bengal-Assam and Chittagong-Comilla Surveys which were credited to this head. The lapses as compared with the Budget and Revised Estimates are due to the provision made for new surveys not having been utilised in full; some of the surveys not having been undertaken, and others having been put in hand later than was anticipated.

SECTION E.

STATE RAILWAYS—CONSTRUCTION EXPENDITURE.

Major heads 34, 37, 48 and 50.

84. At the beginning of the year under review the following railways or sections were under construction from funds provided by the State :—

<i>By State agency—</i>	<i>Miles.</i>
Lucknow-Rae Bareli-Benares (Lucknow-Rae Bareli Section)	48½
Bareilly-Rampur-Moradabad	56
East Coast	430½
Meiktila Branch—Burma State Railway	13
Mu Valley	156½
Mari-Attock	85
Mushkaf-Bolan	85½
<i>By the agency of Companies—</i>	
Palampur-Deesa	17½
Godhra-Rutlam	90½
Guntakal-Hindupur	56½
Mayavaram-Mutupet	53½
East Indian—Jherriah and Toposi Extensions	66½

85. The Mayavaram-Mutupet Railway is being constructed by the agency of the South Indian Railway Company, partly from funds provided by the Tanjore Local Board and partly from the Provincial funds of the Madras Government, on the condition that the profits to be derived from the undertaking be shared between the Government of Madras and the Local Board in proportion to the capital contributed by each.

86. During the course of the year, sanction was accorded to the construction of the Damoodur Branch (Jherriah Extension) of the East Indian Railway.

A possible saving of Rs. 2,00,000 having been reported on the construction of the Jherriah Extension, East Indian Railway, it was decided to run a branch line from this extension to further open up the Jherriah coal-fields, and sanction has been given to an estimate of Rs. 3,63,839. This branch, known as the Damoodur branch, commences at the 28th mile from Barákar and will be about 10 miles in length.

87. In the Budget Estimate a sum of Rx. 3,929,400 was provided for Capital expenditure on State Railways as under :—

	<i>Rx.</i>
34.—Construction of Protective Railways	1,054,800
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	75,100
48.—State Railways—Construction	2,800,000
TOTAL	3,929,400

and this sum was distributed for expenditure as follows :—

	<i>Rx.</i>
For outlay in England (treated as final charges in the Home accounts)	1,151,800
For outlay in India	2,055,800
„ Exchange	722,800
TOTAL	3,929,400

88. The allotments to lines were as below :—

<i>By State agency—</i>	Rx.
Mu Valley	895,000
Frontier Railway Reserve	3,000
East Coast	918,000
Open lines	428,200
Stores (Fluctuations in reserves and stores in transit)	—500
Lucknow-Rae Bareli-Benares	60,000
Bareilly-Rampur-Moradabad	180,000
Mari-Attock	50,000
Mushkaf-Bolan	600,000
North Western—Gradient improvement works	140,000
TOTAL	2,773,700
<i>By agency of Companies—</i>	Rx.
East Indian—Jheriah Extension	110,000
Palampur-Deesa	9,200
Dharmavaram-Hindupur	17,800
Godhra-Rutlam	385,000
Assam-Bengal (Land)	40,000
Mayavaram-Mutupet	67,500
Open lines	390,200
TOTAL	1,019,700
Reserve	1,000
Indents thrown forward to 1893-94	152,200
Nagpur-Chhattisgarh depreciation account	—17,200
GRAND TOTAL	3,929,400

89. The grant was modified during the year by the following additions and reductions, and the amount available ultimately stood at Rx. 4,104,500 :—

<i>Add—</i>	Rx.
Additional grant sanctioned by the Finance Department for the Bareilly-Rampur-Moradabad Railway representing the balance available from funds provided by the Durbar estimated at	169,000
<i>Less—</i>	
Estimated excess over ordinary grant for expenditure during 1892-93	50,500
	118,500
<i>Add—</i>	
Transfer from 42—Irrigation Works	54,600
Additional grants under 37—Provincial	2,000
Total increase	175,100

90. The Revised Estimate was submitted for the amount of the grant available, viz., Rx. 4,104,500. In submitting the Revised Estimate for this increased amount, it was assumed that there would be lapses on the final allotments for several lines which might amount to Rx. 112,900, and allowance was made accordingly. The estimate was not, however, fully worked up to, and the results show a small lapse of Rx. 30,076.

91. The amount of the Revised Estimate, viz., Rx. 4,104,500, was provided as follows:—

	Rx.
34.—Construction of Protective Railways	1,079,700
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	77,100
48.—State Railways—Construction	2,947,700
TOTAL	4,104,500

and was distributed for expenditure as under:—

	Rx.
For outlay in England	782,000
For outlay in India	2,819,000
For Exchange	503,500
TOTAL	4,104,500

92. The actual outlay amounted to Rx. 4,074,424 as under:—

	Rx.
In England	711,971
In India	2,899,768
Exchange	462,685
TOTAL	4,074,424

resulting in an excess of Rx. 145,024 on the Budget Estimate and a lapse of Rx. 80,076 on the Revised Estimate of the year. Compared with the Revised Estimate, the actuals in India and in England stand as follows:—

	Revised Estimate.	Actuals.	ACTUALS.	
			More.	Less.
	Rx.	Rx.	Rx.	Rx.
India	2,819,000	2,899,768	80,768	...
England	782,000	711,971	...	70,029
Exchange	503,500	462,685	...	40,815
TOTAL	4,104,500	4,074,424	—80,076	

93. The distribution of the outlay of the year by finance heads is as under:—

	Rx.
34.—Construction of Protective Railways	1,060,954
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	73,902
48.—State Railways—Construction	2,939,568
TOTAL	4,074,424

94. No expenditure was incurred during the year in connection with the redemption of liabilities.

Comparison with the Budget and Revised Estimates.

95. In the statement attached to this review as Schedule F will be found full details of the expenditure of the year compared with the Budget and

Revised Estimates, and showing the details of classification by Fund heads. The following is a general abstract:—

RAILWAYS.	Actuals, 1893-94.	BUDGET ESTIMATE.		REVISED ESTIMATE.	
		Estimates.	Actuals + more or - less.	Estimates.	Actuals + more or - less.
	Rx.	Rx.	Rx.	Rx.	Rx.
<i>Expenditure by State agency—</i>					
Open lines*	410,894	439,700	—29,306	456,950	—46,556
Mu Valley	270,809	395,000	—124,691	289,140	—18,831
Lucknow-Rae Bareilly-Benares	82,520	80,000	+2,520	84,330	—1,810
Bareilly-Rampur-Moradabad	392,975	268,800	+124,375	386,550	+6,425
North Western Railway Gradient Improvement Works	144,860	140,000	+4,860	143,700	+1,160
Sind-Pishin Petroleum Operations	—1,914	...	—1,914	100	—2,014
Frontier Railway Reserve	13,847	5,500	+8,347	13,690	+157
Mari-Attock	83,602	50,000	+33,602	82,600	+1,002
Mushkaf-Bolan	561,486	600,000	—38,514	516,180	+45,306
East Coast	975,989	918,000	+57,989	996,800	—20,811
Stores (Fluctuations in reserves and stores in transit)	—146,589	11,900	—158,489	—63,240	—83,349
TOTAL	2,787,479	2,908,700	—121,221	2,906,800	—119,321
<i>Expenditure by agency of Companies—</i>					
Open lines	591,813	390,200	+201,613	610,300	—18,487
East Indian—Jherriah Extension	117,996	110,000	+7,996	105,700	+12,296
Assam-Bengal (Land)	67,004	40,000	+27,004	80,000	—12,996
Godhra-Rutlam	427,045	385,000	+42,045	428,000	—955
Palampur-Deesa	9,163	9,200	—37	9,800	—637
Guntakal-Hindupur	9,931	17,800	—7,869	10,400	—469
Mayavaram-Mutupet	63,998	67,500	—3,507	66,400	—2,407
TOTAL	1,286,945	1,019,700	+267,245	1,310,600	—23,655
Reserve . . . . .	...	1,000	—1,000	...	...
Deduct—Estimated lapses . . . . .	...	...	...	—112,900	+112,900
GRAND TOTAL	4,074,424	3,929,400	+145,024	4,104,500	—30,076
<i>Distributed as under—</i>					
England	711,971	1,151,800	—439,829	782,000	—70,029
India	2,899,768	2,055,800	+844,468	2,819,000	+80,768
Exchange	462,685	722,800	—259,615	503,500	—40,815
TOTAL	4,074,424	3,929,400	+145,024	4,104,500	—30,076

* Includes Nagpur-Chhattisgarh Depreciation account.

BUDGET ESTIMATE.

96. The more important variations from the Budget Estimate materially affecting the results are explained below :—

State Agency.

Open lines.—The actuals fell short of the Budget Estimate by Rs. 29,306. The principal lapses occur on the Warora Colliery and Eastern Bengal and Oudh and Rohilkhand Railways, and are due to the supplies of English stores having fallen short of the estimate, and to less work having been carried out than was contemplated.

The lapse on the Warora Colliery is attributed to the provision made for sinking two new pits not having been utilised owing to their location being undecided, and to the non-receipt of machinery from England for these pits, provision for the cost of which was made in the Budget Estimate.

The lapse on the Umaria Colliery is attributed to the provision made for sinking a pit, both for outlay in India and on English stores, and for quarters for subordinates not having been utilised.

The lapse on the Oudh and Rohilkhand Railway is due to smaller purchases of stores in England than were anticipated.

The lapse on the Eastern Bengal Railway is due to less work having been carried out than was provided for in the estimate, to larger issues of stores and workshop outturn to Revenue, and to a credit of Rs. 1,10,399 representing depreciation on the flotilla hired to the India General Steam Navigation Company written back from Revenue earnings under the orders of Government.

The excess on the Nagpur-Chhattisgarh depreciation account is due to unanticipated heavy liabilities having been incurred for freight and depreciation charges, and to further stores having been taken over for sale. Provision for the sale of these stores was not made in the estimate, and they were not fully disposed of within the year.

The excess on the Burma Railway is due to the whole quantity of rails required for relaying in the Sittang district having been purchased during the year. The estimate provided for the purchase of 12 miles of rails only. These rails, moreover, were received late in the year, and not more than 3 miles out of the 12 miles provided for could be issued.

The excess on the North Western Railway is due to the issues of stores to Revenue being smaller than estimated, owing to the late arrival of material from England, to the low rate of exchange, and to a deficiency in the anticipated credits from Revenue on account of workshop charges.

Lines under construction.—The actuals fell short of the Budget Estimate by Rs. 91,915.

The lapse on the Mu Valley Railway is due to the prevalence of sickness during the year and to the difficulty experienced in procuring carts for the carriage of material. Smaller progress was in consequence made on the construction of the line. The lapse was also partly due to smaller purchases of English stores than was provided for in the estimate.

The lapse on the Mushkaf-Bolan Railway is due chiefly to the supply of English stores having fallen short of what was expected.

The lapse under stores transactions is due to smaller payments for stores in England than were anticipated.

The excess on the Bareilly-Rampur-Moradabad Railway is attributed to greater progress of work than was anticipated when the estimate was framed.

The excess on the Frontier Railway Reserve is due chiefly to purchases of English and local stores provided for in the previous year having only been brought to account during the year under review, and to payment to the North Western Railway for depreciation on engines used on the Chaman Extension.

Only Rs. 50,000 were allotted for outlay on the Mari-Attock Railway during 1893-94, the works, with the exception of tunnels and bridges, having been practically stopped during the year in accordance with the orders contained in Government of India, Public Works Department, letter No. 1404 R. C.,

dated 21st December 1892. The actual outlay for the year exceeded the Budget Estimate by Rx. 33,602, and this excess is due chiefly to work done prior to 31st March 1893 but remaining unpaid, not having been provided for in the Budget Estimate, and to payments having been made by the Civil Department on account of compensation for land in excess of the provision made in that estimate.

The excess on the East Coast Railway is due to the greater progress of work than was contemplated at the time the estimate was prepared.

Companies' Agency.

Open lines.—The actuals exceed the Budget Estimate by Rx. 201,613.

The excess occurs principally on the East Indian Railway, and is due to the provision for engines and tenders to the extent of Rs. 4,44,000 and for an increase in the stores balances of Rs. 8,08,000, which were disallowed in the Budget Estimate, having been subsequently restored by Government; to a special debit to Capital by credit to Revenue account of Rs. 8,22,827, representing the cost of an 11th sleeper per rail laid in the line, and to expenditure on machinery and plant, and on two steamers and four flats for the Azamgung ferry service not having been provided for in the Budget Estimate.

The lapse on the Bhopal State Railway occurred chiefly under stations and buildings, and is due to the provision made for work at crossing stations and additional staff quarters not having been fully utilised.

The lapse on the Tirhoot State Railway is due to fluctuations in stores transactions which were not anticipated in the Budget Estimate.

The lapse on the South Indian Railway is due to the provision made in the estimate for the purchase of English stores not having been fully utilised.

The lapse on the Dhond and Manmad Railway is due to the Great Indian Peninsula Railway Company not having been able to utilise the full provision for works.

Lines under construction.—The actuals exceeded the Budget Estimate by Rx. 65,632.

The principal excesses were—

On the Jherriah Extension, due to a sum of Rs. 3,68,000 disallowed in the Budget Estimate having been subsequently restored by Government.

The Budget Estimate for land charges on the Assam-Bengal Railway has been largely exceeded. This is due to more money having been spent on the acquisition of land than was anticipated at the time the estimate was prepared.

On the Godhra-Rutlam Railway, due to more work having been carried out than was contemplated in the estimate, as work was pushed on with a view to completing the line by March 1894.

The principal lapse was on the Guntakal-Hindupur Railway, due to large credits having been obtained from the South Indian Railway for permanent-way and bridge materials returned into stores before the transfer of the line to the Southern Mahratta Railway Company. These credits were not contemplated in the Budget Estimate.

REVISED ESTIMATE.

97. Compared with the Revised Estimate, the principal variations and the reasons assigned for them are briefly as follows:—

State Agency.

Open Lines.—The actuals fell short of the Revised Estimate by Rx. 46,558.

The principal lapse occurred on the North Western Railway and is attributed to the short supply of stores from England.

The lapse on the Oudh and Rohilkhand Railway is attributed to credits received for land relinquished, and for plant sold, which were not anticipated; to a failure to complete to the full extent the purchases of local stores sanctioned towards the close of the year, and to some extent, to delay in receipt and short supplies of English stores.

Lines under construction.—The actuals fell short of the Revised Estimate by Rx. 72,765.

The principal lapses were—

On the Mu Valley Railway and *stores transactions*, attributed generally to the causes mentioned in the preceding paragraph.

On the East Coast Railway, to short outlay on stores in England.

The principal excesses were—

On the Bareilly-Rampur-Moradabad Railway, chiefly to charges for land which were not anticipated; to the adjustment of arrear charges for ballast trains, the rates for which had for some time been in dispute, and to some extent to the low rate of exchange.

On the Mushkaf-Bolan State Railway, due to more progress having been made on construction during March than was anticipated, and to the provision for expenditure in England having proved insufficient.

Companies' Agency.

Open lines.—The actuals fell short of the Revised Estimate by Rx. 18,487.

The lapse occurred chiefly—

On the East Indian Railway, under ballast and permanent way, station and buildings and rolling stock, and is due to less work having been undertaken, and smaller outlay having been incurred than was provided for in the estimate.

On the Tirhoot State Railway, due to less work having been carried out than was anticipated, and to short supply of stores from England.

Lines under construction.—The actuals fell short of the Revised Estimate by Rx. 5,168.

The principal lapse occurred on the Assam-Bengal Railway, Land charges, and was due to land acquisition officers having over-estimated their requirements for the last quarter of the year.

The excess on the Jherriah Extension is due to larger issues of permanent-way material in the last quarter of the year than were anticipated in the Revised Estimate.

98. *Total Capital Outlay.*—The total outlay incurred on State Railways up to the end of the year has amounted to Rx. 114,277,051 as under:—

	Rx.
Indian outlay	60,239,516
Debits to the Indian books by credits to "Expenditure in England" for value of English stores received and other items charged off in England	54,037,535
TOTAL	114,277,051

the distribution by finance heads being as follows:—

	Rx.
34.—Construction of Protective Railways	5,464,197
37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance)	6,478,433
48.—Capital Expenditure on State Railways not charged against Revenue	68,780,970
50.—Capital charges involved in redemption of liabilities	83,553,451
TOTAL	114,277,051

99. Full details of the above will be found in the statement attached to this review as Schedule G.

SECTION F.

CAPITAL ACCOUNT OF GUARANTEED COMPANIES.

100. Each of the Guaranteed Railway Companies has a sterling Capital. Under the respective contracts entered upon many years ago, funds required to meet expenditure in India are advanced at the fixed rate of exchange of 1s. 10d. the rupee, and advances in England when converted into Indian currency are converted at the same rate of 1s. 10d. the rupee. The figures relating to Capital expenditure in this section, where stated in sterling, represent as regards withdrawals by the Companies in England true sterling, and as regards withdrawals in India the equivalent in rupees at the rate of 1s. 10d.; where stated in Rs., sterling has been converted into rupees at the same rate.

101. The following table shows the amount of Capital raised to the 31st March 1894:—

	SHARE CAPITAL.		DEBENTURES.		DEBENTURES STOCK.		CAPITAL NOT BEARING INTEREST.		Total.
	India.	England.	Nominal amount.	Cash received.	Stock represented.	Cash received.	India.	England.	
	£	£	£	£	£	£	£	£	
Great Indian Peninsula	496,897	19,503,108	2,970,900	2,970,900	2,701,450	2,475,559	74,929	215,145	25,786,538
Bombay, Baroda and Central India	21,672	7,528,628	1,238,500	1,238,500	...	...	...	18,419	8,807,219
Madras	...	10,257,680	800,000	800,000	...	...	...	12,014	11,069,644
TOTAL	518,569	37,289,381	5,009,400	5,009,400	2,701,450	2,475,559	74,929	245,578	45,618,396

102. Interest on the Share Capital, Debentures, and Debenture Stock is guaranteed by the Secretary of State, the rates of interest being as under:—

	Great Indian Peninsula.	Bombay, Baroda and Central India.	Madras.	Total.
	£	£	£	£
Share Capital at 5 per cent.	20,000,000	7,550,300	8,757,670	36,307,970
" " 4½ " "	...	...	999,960	999,960
" " 4½ " "	...	...	500,000	500,000
Debenture Stock at 4 " "	2,701,450	...	...	2,701,450
Debentures at 3½ " "	804,800	...	...	804,800
" " 3½ " "	1,866,100	1,238,500	462,200	3,566,800
" " 3 " "	300,000	...	387,800	687,800
TOTAL	25,672,350	8,788,800	11,057,630	45,518,780

103. The average rate of interest payable in gold on the Capital of these Guaranteed Companies is a little under 4·74 per cent. Under the contracts, the State must continue to pay interest on the Share Capital at the rates

guaranteed until the contracts terminate, and it is consequently unable to obtain any advantage from the increasingly easy condition of the money market. The State can now raise money at about 3 per cent., but it has to continue to pay 5 per cent. on the bulk of the Share Capital which, with the low exchange at the average rate for 1893-94, is equivalent to a payment of interest at a rate of nearly 8 per cent. on the sterling Capital converted at par.

104. No fresh debentures were issued in England during the year 1893-94. Debentures to the extent of £140,000 bearing interest at $3\frac{1}{4}$ per cent. fell due during the year, and were renewed at 3 per cent.

105. The following table shows the amounts withdrawn by the several Companies on Capital account up to the 31st March 1894 and the balances of Capital at their credit, or amount of overdrafts, on that date:—

	Paid-up Capital.	CAPITAL WITHDRAWN.			BALANCE AT	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Great Indian Peninsula	25,736,533	6,632,262	18,752,260	25,384,522	352,011	...
Bombay, Baroda and Central India	8,807,219	2,275,030	6,579,267	8,854,297	...	47,078
Madras	11,069,644	4,181,393	6,906,489	11,087,882	31,762	...
TOTAL	45,613,396	13,088,685	32,238,016	45,276,701	383,773	47,078

or, as stated in the Indian accounts, sterling being converted into rupees at the contract rates of exchange, the figures stand as under:—

	Paid-up Capital.	CAPITAL WITHDRAWN.			BALANCE AT	
		India.	England.	Total.	Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	28,076,218	7,235,195	20,457,011	27,692,306	384,012	...
Bombay, Baroda and Central India	9,807,875	2,481,851	7,177,882	9,659,233	...	513,55
Madras	12,075,975	4,506,974	7,534,352	12,041,326	34,649	...
TOTAL	49,760,068	14,224,020	35,168,745	49,392,765	418,661	51,358

106. The net Capital expenditure during the year on the Guaranteed Railways amounted to £69,290 as below:—

	WITHDRAWALS.			REFUNDS.			NET WITHDRAWALS.
	In India.	In England.	Total.	In India.	In England.	Total.	
	£	£	£	£	£	£	£
Great Indian Peninsula	367,440	228,029	596,069	647,996	684	648,680	-52,611
Bombay, Baroda and Central India	154,576	163,365	317,941	280,984	733	281,717	86,224
Madras	154,239	73,612	227,851	191,466	708	192,174	35,677
TOTAL	676,255	465,006	1,141,861	1,070,446	2,125	1,072,571	69,290

107. The large refunds in India represent chiefly the value of stores issued to Revenue for working and maintenance which, in the first instance, are paid for from Capital funds.

Comparison with Budget and Revised Estimates.

108. The following table compares the actual net withdrawals during the year with the actuals of 1892-93, and with the Budget and Revised Estimates of 1893-94:—

	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Great Indian Peninsula	—57,394	—37,500	—19,894	309,700	—367,094	68,033
Bombay, Baroda and Central India	94,063	105,500	—11,437	130,500	—36,497	—17,131
Madras	38,921	47,200	—8,279	105,500	—66,579	24,838
TOTAL	75,590	115,200	—39,610	545,700	—470,110	76,640

109. The difference between the actuals of 1892-93 and 1893-94 is comparatively small. The decrease as compared with the Budget and Revised Estimates is owing chiefly to the provision for stores for the Great Indian Peninsula Railway not having been worked up to.

SECTION G.

CAPITAL OF INDIAN RAILWAY COMPANIES.

(Exclusive of the old Guaranteed Companies.)

110. The accounts reviewed in this section represent the capital transactions of the following Railway Companies:—

Bengal Central.
 Bengal Nagpur.
 Indian Midland.
 Southern Mahratta.
 Mysore.
 Rohilkhand-Kumaon (Lucknow-Bareilly undertaking).
 Assam-Bengal.

111. Each of these Companies has a sterling capital, consisting partly of share capital and debentures raised by the Companies direct on guarantees by the Secretary of State, and partly of advances made by the Secretary of State from funds raised by him under the provisions of Act 51, Vict., Chap. 5. The sums thus raised and advanced to the Companies are considered as part of the Companies' capital. Interest on such advances is charged against the Railway Revenue Account and has to be met before surplus profits can be declared.

112. The financial terms of the contracts, the rates of interest guaranteed and the rates of exchange at which the capital is converted into Indian currency vary in each case. These points are briefly stated below.

113. *Bengal Central Railway.*—This line is the property of the Bengal Central Railway Company and is merely, as a matter of convenience, classed among State Railways. This Railway was originally constructed under a limited guarantee of interest at the rate of 4 per cent. per annum while the line was under construction, such interest, together with interest thereon, being repayable out of surplus profits. But a revised contract was entered into, with effect from the 1st July 1885, under which the Company receives a guarantee of $3\frac{1}{2}$ per cent. on share capital and a quarter of net earnings paid half-yearly, the claim to the repayment of interest advanced under the original contract being at the same time waived. The capital when stated in Indian currency is converted at the rate of 1s. 5.262d. the rupee.

114. *Bengal Nagpur Railway.*—This Company receives a guarantee at the rate of 4 per cent. per annum on share capital, and is entitled to a quarter share of surplus profits,—i.e., of the excess of net earnings over interest—calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency is £1=Rs. 13.

115. *Indian Midland Railway.*—This Company also receives a guarantee of 4 per cent. per annum on its share capital, and is entitled to a quarter share of surplus profits calculated annually. The rate of exchange for the conversion of sterling capital into Indian currency is £1=Rs. $12\frac{1}{2}$.

116. *Southern Mahratta Railway.*—This Company now receives a guarantee of $3\frac{1}{2}$ per cent. (4 per cent. up to 31st December 1890) and a quarter of net earnings. The rates of exchange for the conversion of sterling Capital into rupees are, as regards the Capital (£530,957), specially raised for the completion of the Bellary-Kistna Railway, which was taken over by the Company, £1=Rs. 14, and for, the remainder of the Capital, £1=Rs. 12. The Company also gets the advantage of outlay by the State on the construction of the Bellary-Kistna Railway to the extent of Rx.1,657,753, without any charge for interest.

117. *Mysore Railway.*—This line was completed and is worked by the Southern Mahratta Railway Company. That Company raised sufficient funds by the issue of debenture stock to repay to the Mysore Durbar the outlay previously incurred by that State and to complete the extension to link in with the Southern Mahratta system. Acting on behalf of the Mysore Durbar, the

Secretary of State has guaranteed interest at 4 per cent. on the nominal amount of the debenture stock issued. The Southern Mahratta Railway Company also receives a quarter of net earnings. The rate of exchange for conversion of the sterling capital into Indian currency is 1s. 5·931d. the rupee.

118. *Rohilkhand-Kumaon Railway (Lucknow-Bareilly Section).*—The Rohilkhand-Kumaon Railway Company took over, with effect from the 1st January 1891, the Bareilly-Pilibhit and the Lucknow-Sitapur State Railways, undertaking to complete the link between these lines and to work the whole with their own line of Railway. The Company agreed to raise capital to the extent of £160,000 by the issue of debentures, with the power to discharge any portion of this obligation by the payment of rupees in India, the amount so paid being deemed the equivalent of sterling money at the average rate of exchange during the half-year immediately preceding the date of such payment. The Company subsequently issued sterling debentures for £147,000, which sold for Rs. 20,34,195. This sum was paid into the Calcutta treasury, and, at the rate fixed by the contract, is deemed to be equivalent to a sterling payment of £160,837. The debentures were issued under a guarantee of the Secretary of State at the rate of 3½ per cent. per annum. The previous outlay incurred by the State has not been refunded to Government, and it has been further agreed that any additional capital required shall be provided by the Secretary of State. Any surplus profits after paying the debenture interest and interest at 4 per cent. on the outlay by the State are to be divided between Government and the Company in the ratio of their respective shares of capital.

119. *Assam-Bengal Railway.*—This Company took over, in November 1892, the construction work in progress on the Gauhati-Lumding Section of the Railway which had been commenced by the State. The capital authorised to be raised by the Company is £1,500,000, and the rate of interest guaranteed is 3½ per cent. per annum up to the 1st July 1898, and after that date 3 per cent. The rate for the conversion of sterling capital into Indian currency is the average rate of exchange obtained by the Secretary of State for bills payable on demand drawn on India during the calendar half-year next preceding the time at which the conversion is required to be made.

120. The following table shows the amount of capital raised to the 31st March 1894:—

	Bengal Central.	Bengal Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand- Kumaon.	Assam- Bengal.
<i>Share Capital—</i>	£	£	£	£	£	£	£
India (at contract rates) . . . . .	...	...	...	8,460	...	...	...
England	500,000	3,000,000	3,000,000	3,491,540	...	...	1,402,560
<i>Debentures—</i>							
Nominal amount . . . . .	...	1,500,000	2,754,100	943,100	...	147,000	...
Cash received . . . . .	...	1,500,000	2,754,100	943,100	...	160,837†	...
<i>Debenture Stock—</i>							
Stock represented . . . . .	...	...	...	...	1,200,000	...	...
Cash received . . . . .	...	...	...	...	1,200,000*	...	...
<i>Capital not bearing interest—</i>							
India (at contract rates) . . . . .	...	...	...	34	...	...	...
England . . . . .	...	5,781	2,016	80,923	24,000	...	...
Total subscribed by Companies	500,000	4,505,781	5,756,116	4,474,057	1,224,000	160,837	1,402,560
Advances made from money raised under Act 51, Vict., Cap. 5	500,000	2,780,000	1,345,000	2,129,900	...	...	...
TOTAL	1,000,000	7,285,781	7,101,116	6,603,957	1,224,000	160,837	1,402,560
Equivalent in Rx.	Rx. 1,390,337	Rx. 9,445,515	Rx. 8,876,395	Rx. 8,030,939	Rx. 1,688,280	Rx. 203,419	Rx. 2,089,298

* The cash received in this case was £1,224,000, of which the sum £24,000 is included under "Capital not bearing interest."
Rupees 20,34,195 were actually paid into the Treasury, and this, under the contract, is taken as equivalent to £160,837.

121. The following abstract shows the different rates of interest guaranteed in the case of each line on the share and debenture capital :—

	Bengal Central.	Bengal Nagpur.	Indian Midland.	Southern Mahratta.	Mysore.	Rohilkhand-Kumaon.	Assam-Bengal.	Total.
	£	£	£	£	£	£	£	£
Share Capital at 4 per cent.	...	3,000,000	3,000,000	...	...	...	..	6,000,000
Share Capital at 3½ per cent.	500,000	...	...	3,500,000*	...	...	1,402,560	5,402,560
Debenture stock at 4 per cent.	...	...	...	...	1,200,000	...	...	1,200,000
Debentures at 3½ per cent.	...	1,000,000	1,000,000†	255,000	...	...	...	2,255,000
Debentures at 3¼ per cent.	...	500,000	1,754,100	688,100	...	147,000	...	3,089,200
TOTAL	500,000	4,500,000	5,754,100	4,448,100	1,200,000	147,000	1,402,560	17,946,760

* 4 per cent. up to 31st December 1890, thereafter 3½ per cent.

† These debentures which matured on the 1st January 1894 have been renewed or replaced at 3¼ per cent.

122. During the year 1893-94, the only capital raised by Companies direct was the sum of £88,688 subscribed on account of share Capital by the Assam-Bengal Railway Company: advances were made from moneys raised under Act 51, Vict., Cap. 5, to the Bengal Nagpur Railway Company to the extent of £80,000, the total addition to the Companies' capital being £148,688.

123. The following table shows the amounts of capital withdrawn by the several Companies up to the 31st March 1894, and the balances of capital at their credit, or the amounts of overdrafts, on that date. In this table the amounts shown as withdrawn in England represent true sterling, the amounts shown as withdrawn in India represent rupees converted at contract rates, and also take into account the differences between remittances from England converted at contract rates and the average rates of exchange at which they are incorporated in the Indian books :—

	Paid-up Capital (including advances).	CAPITAL WITHDRAWN.			BALANCE AT	
		India.	England.	Total.	Credit.	Debit.
	£	£	£	£	£	£
Bengal Central	1,000,000	832,740	491,118	823,858	176,147	...
Bengal Nagpur	7,365,781	5,083,731	2,451,209	7,534,930	...	269,149
Indian Midland	7,101,116	4,717,854	2,266,775	6,984,629	116,487	...
Southern Mahratta . . .	6,603,957	5,770,589	1,759,240	7,529,829*	298,128	...
Mysore	1,224,000					
Rohilkhand-Kumaon . . .	160,897	184,807	72,762	257,569	...	96,732
Assam-Bengal	1,402,560	590,248	340,377	930,525	472,035	...
TOTAL	24,758,251	16,679,959	7,381,376	24,061,335	1,062,797	365,881

or, as stated in the Indian accounts, the sterling capital being converted at the contract rates, and the withdrawals in England being converted at the

average rates of exchange applicable under the contract, the figures stand as under:—

	Paid-up capital.	Capital withdrawn.	BALANCE AT	
			Credit.	Debit.
	Rx.	Rx.	Rx.	Rx.
Bengal Central	1,890,337	1,010,622	379,715	...
Bengal Nagpur	9,445,515	9,795,408	...	349,898
Indian Midland	8,876,395	8,729,201	147,194	...
Southern Mahratta	8,030,939	7,860,429	170,517	...
Mysore	1,638,280	1,429,440	208,840	...
Rohilkhand-Kumaon	208,419	339,281	...	135,862
Assam-Bengal	2,039,298	1,348,153	696,145	...
TOTAL	31,624,183	30,507,527	1,602,411	485,755

* 124. The overdraft shown against the Bengal Nagpur Railway is due to the inclusion in the Capital account of the sum of Rx. 485,383* expended by the State on the Katni-Umaria State Railway, which was subsequently taken over by the Company (*vide* para. 35 above). A sum of Rx. 1,657,753 expended by Government on the Bellary-Kistna State Railway, now incorporated in the Southern Mahratta Railway system, has not been included in the foregoing tables of expenditure. Similarly, a sum of Rx. 512,114 expended by Government on the Bareilly-Pilibhit and Lucknow-Sitapur Railways, prior to their transfer to the Rohilkhand-Kumaon Railway Company, has not been included in these statements. These items are classed, as originally charged, under 48.—*State Railways—Construction*, and are included in the expenditure dealt with in Section E.

Comparison with actuals during 1892-93, and the Budget and Revised Estimates.

125. In the following table the actual expenditure during the year is compared with the Revised and Budget Estimates, and with the actuals during 1892-93:—

RAILWAY.	Actuals. 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bengal Central	2,830	4,700	—1,870	15,500	—12,670	11,601
Bengal Nagpur	119,415	137,300	—17,885	239,800	—120,385	413,664
Indian Midland	69,641	92,300	—22,659	188,100	—119,459	96,737
Southern Mahratta	32,049	34,800	—2,751	100,000	—67,951	77,781
Mysore	8,767	11,500	—2,733	67,900	—59,133	—81,294
Rohilkhand-Kumaon (Lucknow-Bareilly)	21,027	27,800	—6,773	44,100	—23,073	26,969
Assam-Bengal	798,059	841,100	—43,041	1,229,900	—431,841	545,094
TOTAL	1,050,788	1,149,500	—98,712	1,885,300	—834,512	1,090,743

* Equivalent at contract rate to £378,373.

Compared with actuals of previous year.

126. The decrease in the expenditure during 1893-94, as compared with the outlay during 1892-93, Rx. 39,954, is due to the more advanced stage of construction and the gradual completion of works on the older lines, especially on the Bengal Nagpur Railway. The construction by the Company of the Assam-Bengal Railway was, however, in actual progress during the year.

The principal variations between the outlay of the year and that of the previous year are as under—

The decrease on the Bengal Central Railway occurred chiefly under bridgework, and is due to the completion of flood works.

The decrease on the Bengal Nagpur Railway is due to the construction of the Sambalpur Extension, and the erection of rolling stock having been practically completed in the previous year.

The decrease on the Indian Midland Railway is due to expenditure decreasing as the works for the general equipment of the line approach completion, and to considerable expenditure having been incurred in the previous year on rolling-stock, and on the construction and equipment of the workshops at Jhansi.

The decrease on the Southern Mahratta Railway is due to the expenditure in the previous year, including a transfer from the Mysore State Railway of about Rs. 2,75,000 on account of stores suspense accounts of that line at the end of December 1892, owing to the amalgamation of the stores of the two Railways. In the previous year there was also heavier outlay in England on account of plant, buffer fittings, and fencing.

The increase on the Mysore State Railway is due to the account of the previous year having been reduced by the adjustment on account of stores suspense accounts referred to above, and to the total cost of the Nanjangud Extension having been recovered from the Mysore Durbar in that year.

The increase on the Assam-Bengal Railway is due to the progress of works. The construction of this Railway was commenced by the Company in the previous year only. Construction operations were also started on four extra divisions towards the latter end of the year under review.

Compared with Budget Estimate.

127. As compared with the Budget Estimate, the lapse is Rx. 834,512, and occurs principally on the Assam-Bengal, Bengal-Nagpur, and Indian Midland Railways, due to the causes detailed below.

Lapses occur on all the Railways dealt with in this section, and are attributed chiefly to the following causes:—

On the Bengal Central Railway, principally to the construction of the siding to the small arms factory at Dum Dum not having been undertaken as was expected, and to smaller outlay on ballasting owing to the contractors having been unable, through unfavourable weather, to supply the material required.

On the Bengal Nagpur Railway, to less work having been carried out or put in hand than was provided for in the estimate, and to short purchases of stores in England.

The large lapse on the Indian Midland Railway is due to the provision made for works in connection with the junction with the Bina-Guna Railway not having been fully utilised; to a large number of engines and vehicles not having been delivered during the year, and to larger issues of stores than were expected.

On the Southern Mahratta Railway, to smaller purchases of materials in England than were anticipated when the estimate was prepared.

On the Mysore State Railway, to less work having been carried out than was provided for in the estimate, and to the disapproval of the Mysore Durbar of the proposal to fence the line from Harihar to Gubbi with wire fencing, provision for which was made in the estimate.

On the Lucknow-Bareilly Railway, to smaller purchases of stores in England than were anticipated when the Budget Estimate was prepared.

On the Assam-Bengal Railway, to less progress having been made on construction than was anticipated in the estimate, and to short expenditure on stores in England.

Compared with Revised Estimate.

128. Compared with the Revised Estimate, the lapses amount to Rs. 98,712. Here also lapses occur on all the Railways dealt with in this section, the more important of which have been explained as follows :—

On the Bengal Nagpur Railway, chiefly to unanticipated credits from the Great Indian Peninsula Railway on account of the cost of an over-bridge and culvert at Nagpur Station having been written back to Joint Station Capital Account; to unanticipated writes-back for proportionate charges for the renewal of 24 ballast and coal wagons by debit to Revenue; to larger issues of stores to Revenue and the Assam-Bengal Railway than were provided for, and to short outlay on stores in England.

On the Indian Midland Railway, principally to larger credits from Revenue than were anticipated, to smaller purchases of stores in India, and to large bills for carriage of coal not having been paid before the end of the year, owing to disputes.

On the Lucknow-Bareilly Railway, to payments for land estimated for not having been made; to larger issues of stores to Revenue than were provided for in the estimate, and to certain works not having progressed as rapidly as was anticipated.

On the Assam-Bengal Railway, to floods which materially hindered work, to the prevalence of sickness, and to short expenditure on stores in England.

SECTION H.

NATIVE STATES RAILWAYS.

Capital and Revenue Transactions.

129. The accounts reviewed in this section represent the transactions of the following Railways belonging to Native States, the accounts of which are dealt with in this Department :—

Bhopal State Railway (Bhopal Section).
Khamgaon Railway.
Amraoti Railway.

130. It may be mentioned that the transactions of the following foreign Railways, with the accounts of which this Department has no concern, are not dealt with in this review :—

- The Gaekwar's.
- Jodhpore-Bickaneer.
- Nizam's Guaranteed.
- Morvi.
- Rajpura-Bhatinda.
- Bhavnagar-Gondal-Junagad-Portbunder.
- Jammu-Kashmir (Kashmir Section).
- Kolhapur.
- Cooch Behar.
- Bina-Guna.
- Bhopal-Ujjain.
- West of India Portuguese.
- Pondicherry.
- Mysore { Mysore-Nanjangud Section.
Bangalore to Frontier at Hindupur.
Kolar Gold-fields.

131. An officer of the Public Works Accounts Department is lent to the Native States for the purpose of keeping the accounts of the Bhavnagar-Gondal-Junagad-Portbunder Railway, and the accounts of the lines marked with an asterisk are either kept or supervised by Public Works Accounts officers. It has been decided that the accounts of the Bina-Guna and Bhopal-Ujjain Railways shall be audited annually by a Public Works Accounts officer.

BHOPAL STATE RAILWAY.

132. *Capital.*—The Bhopal State Railway is the joint property of the Imperial Government and the Bhopal Durbar. The line connects Itarsi, on the Great Indian Peninsula Railway, with Bhopal, crossing the river Nerbudda in the neighbourhood of Hoshungabad. The line runs for 13 miles through British territory and for 44 miles through the Native State of Bhopal.

133. Funds for the construction of this line were at first provided as follows :—

	Rx.
By the British Government	125,000
By the Bhopal State	500,000

But as further moneys were required to meet the cost of additional works and alterations necessary to bring the line up to the required standard to carry the heavy traffic anticipated on the opening of the Indian Midland Railway, and as Her Highness the Begum of Bhopal was not prepared to advance more than the 50 lakhs, it was decided to provide the necessary money from Imperial resources. The contribution made by the Durbar had all been utilised before the end of 1890-91, so that the expenditure incurred subsequently was met from grants under the head "48.—State Railways—Construction," and as such is reviewed in the section pertaining thereto.

134. The capital expended on the line to the close of 1893-94 has amounted to Rx. 713,820, and has been found as follows:—

	Rx.
By the British Government	213,820
By the Bhopal State	500,000

135. *Revenue.*—The line is worked by the Indian Midland Railway on the following terms: on payment of such sum as shall bear the same rate per cent. to the gross receipts of the Bhopal State Railway for any half-year as the aggregate working expenses (excluding cost of maintenance) of the amalgamated undertaking shall bear to the aggregate gross receipts of the amalgamated undertaking for the same half-year, *plus* the actual expenditure incurred on the maintenance of way and works, *plus* 5 per cent. of the gross earnings for supply of rolling-stock. The earnings and expenses are adjusted by the calendar half-year, and the amounts included in the accounts for the official year 1893-94 represent the results of working during the calendar year 1893.

136. The revenue receipts and charges of the year are, under the terms of the agreement with the Durbar, divided between the British Government and the Bhopal State in the proportion of the capital contributed by each, and on this basis the division of the transactions of the year 1893 was made as shown in the following table:—

	Government.	Bhopal State.	Total.
	Rx.	Rx.	Rx.
Receipts	16,916	42,424	59,340
Expenditure	11,712	29,381	41,043
Net Receipts	5,204	13,093	18,297

137. The Durbar share of the net earnings for the year is equivalent to a return of 2.62 per cent. per annum on the capital provided by the Durbar. The amount was paid to the Durbar under the instructions conveyed in Public Works Department letter No. 383 A.—R., dated 9th September 1889.

KHAMGAON AND AMRAOTI RAILWAYS.

138. *Capital.*—These railways have been constructed from funds provided from the surplus revenues of Berar. The Khamgaon Railway, 7½ miles in length, runs from Jalamb Station, on the Great Indian Peninsula Railway, to Khamgaon; and the Amraoti Railway, 5½ miles in length, connects Budnera with Amraoti.

139. The capital expended on these lines to the end of 1893-94 is as under:—

	To end of 1892-93.	During 1893-94.	Total to date.
	Rx.	Rx.	Rx.
Khamgaon Railway	48,861	—205	48,656
Amraoti „	45,004	—58	44,946

140. *Revenue.*—Both these lines are worked by the Great Indian Peninsula Railway Company on the following terms: the payment to the Company of the same percentage of the gross receipts of the State line that the working expenses of the Great Indian Peninsula Railway and branch lines, taken together, bear to the earnings of the Great Indian Peninsula Railway and

branch lines, *plus* 5 per cent. of the gross receipts of the State lines for the use of rolling-stock. The transactions are adjusted by the calendar half-year, and the results incorporated in the accounts of the year 1893-94 represent the transactions of the calendar year 1893.

141. The receipts and charges of the year 1893 are shown in the following table:—

	Receipts.	Expenditure.	Net Receipts.
	Rx.	Rx.	Rx.
Khamgaon Railway	5,100	2,930	2,170
Amraoti	10,204	5,898	4,306

142. The net receipts represent returns of 4.46 and 9.58 per cent. per annum on the total capital expended on the Khamgaon and Amraoti Railways, respectively.

Comparison with Budget and Revised Estimates.

143. The actual Capital outlay on the lines dealt with in this section compares with the Budget and Revised Estimates as under:—

RAILWAY.	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.	
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.
	Rx.	Rx.	Rx.	Rx.	Rx.
Khamgaon	—205	—150	—55	—50	—155
Amraoti	—68	—20	—38	—30	—28
TOTAL	—263	—170	—93	—80	—183

The credit on the Khamgaon Railway represents the sale of permanent-way material to the Great Indian Peninsula Railway. The lapse on the Budget Estimate is due to more material having been sold than was expected.

144. The actual revenue transactions compare with the actuals of 1892-93 and the Budget and Revised Estimates as under:—

	Actuals, 1893-94.	REVISED ESTIMATE.		BUDGET ESTIMATE.		Actuals, 1892-93.
		Estimate.	Actuals, more or less.	Estimate.	Actuals, more or less.	
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
Bhopal—						
Receipts	42,424	40,600	+1,824	46,000	—3,576	44,780
Expenditure	29,331	29,000	+331	28,000	+1,331	28,192
Net Receipts	13,093	11,600	+1,493	18,000	—4,907	16,588
Khamgaon—						
Receipts	5,100	5,100	...	6,600	—1,500	6,555
Expenditure	2,930	3,000	—70	3,600	—670	3,464
Net Receipts	2,170	2,100	+70	3,000	—830	3,091
Amraoti—						
Receipts	10,204	10,200	+4	10,800	—596	10,576
Expenditure	5,898	5,700	+198	6,000	—102	5,712
Net Receipts	4,306	4,500	—194	4,800	—494	4,864

145. The decrease in receipts on the Khamgaon and Amraoti Railways as compared with the actuals of the previous year and the Budget Estimate is attributed to a falling-off in merchandise traffic. The decrease in expenditure on the Khamgaon Railway is ascribed to the same cause. The increase in expenditure on the Amraoti Railway as compared with the actuals of the previous year is attributed to the percentage for working expenses paid to the Great Indian Peninsula Railway Company having been higher than that of the previous year.

CALCUTTA,

The 25th March 1895.

R. G. MACDONALD,

Accountant General, P. W. Dept.

Acctt. Genl., P. W. Dept., memorandum No. 252 R., dated 25th March 1895.

Submitted to the Secretary to the Government of India, Public Works Department.

Document accompanying.

Abstract and Detailed Accounts of Revenue and Expenditure on Railways in India during
and to the end of, 1893-94.

Accompaniment to Accountant General's, P. W. Dept., Note No. 252R., dated 25th March 1895.

Abstract by Fund and Finance Heads of the Revenue and Expenditure on Railways in India during 1893-94 compared with the Budget and Revised Estimates of the year and the Accounts of 1892-93.

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
Accounts, 1892-93.	1893-94.						Accounts, 1892-93.			
	Budget Estimate.	Revised Estimate.	Accounts.							
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
IMPERIAL.										
XXVI AND 88.—STATE RAILWAYS.										
Gross Traffic Receipts and Working Expenses.										
4,888,989	4,950,800	5,120,800	5,122,906		East Indian		1,564,367	1,570,000	1,615,000	1,607,100
2,247,595	2,210,000	2,280,000	2,307,621		Rajputana-Malwa		1,077,782	1,090,000	1,070,000	1,818,702
...	...	9,000	7,394		Godhra-Rutlam		2,998	3,700	...	...
...	...	1,600	1,458		Palampur-Dera		668	1,100	...	...
15,310	18,000	18,000	16,916		Bhopal		11,712	12,000	12,000	9,670
23,299	24,000	20,600	21,086		Wardha Coal		12,164	11,700	13,200	19,889
54,407	54,000	56,000	56,147		Warora Colliery		56,683	56,000	48,400	50,674
86,534	86,200	86,200	87,213		Umari Colliery		34,277	34,000	32,400	33,179
608,259	650,000	650,000	680,890		Bengal-Nagpur		329,705	317,500	325,000	309,681
16,443	...	...	...		Burma		...	...	...	...
23,154	35,000	27,500	28,076		Mu Valley		55,342	55,000	55,000	54,011
872,312	860,000	897,500	895,998		Eastern Bengal		542,513	535,000	540,000	661,629
78,006	78,000	78,000	78,110		Bengal Central		55,114	54,000	55,000	53,808
28,650	...	...	...		Patna-Gya		...	...	...	12,303
538,308	530,000	535,000	524,159		Bengal and North-Western and Tirhoot		389,490	390,000	380,000	395,897
845,934	870,000	885,000	898,055		Oudh and Rohilkhand		377,963	390,000	390,000	368,690
444,854	467,500	455,000	432,366		Indian Midland		285,654	284,000	275,000	292,086
69,469	70,000	76,000	76,661		Lucknow-Bareilly		47,921	44,000	44,000	42,737
2,589,878	2,800,000	2,980,000	3,031,472		North Western		1,908,197	1,900,000	1,835,000	1,811,837
797,602	810,000	770,000	781,522		South Indian		490,754	501,700	500,000	507,016
...	24,600	26,000	29,183		Guntakal-Mysore Frontier		17,411	15,500	16,300	...
151,225	152,500	161,000	159,574		Mysore		122,894	124,000	105,000	68,812
9,878	40,000	10,800	9,292		Bezvada Extension		7,441	7,100	28,000	7,038
...	25,000	70,000	75,055		East Coast		59,599	50,000	20,000	...
32,634	33,400	34,500	34,857		Dhond and Mannad (net receipts)		...	...	...	...
433,116	500,000	570,000	576,958		Southern Mahratta		428,462	425,500	360,000	323,709
...	...	...	...		Bilaspur-Etawah		...	...	...	1,321
14,810,516	15,238,500	15,768,000	5,882,969	A	TOTAL	A	7,879,011	7,870,800	7,719,800	7,579,288
Interest on debt.										
					India		3,114,405	3,115,100	3,108,600	2,989,735
					England		997,463	997,500	998,100	1,017,092
					Exchange		648,216	642,200	625,900	611,908
					TOTAL		4,760,084	4,754,800	4,732,600	4,598,735
Annuities in purchase of Railways.										
					East Indian		1,925,008	1,917,900	1,905,800	1,872,534
					Eastern Bengal		300,183	199,400	197,400	194,114
					North Western		672,228	666,700	662,900	650,751
					TOTAL		2,797,424	2,787,000	2,765,600	2,717,399
Interest on Capital deposited by Companies.										
					Assam-Bengal		77,090	77,400	75,900	41,280
					Bengal-Central		24,873	28,800	28,500	28,026
					Bengal-Nagpur		307,954	300,800	298,000	293,693
					Indian Midland		349,785	348,500	344,900	339,558
					Lucknow-Bareilly		12,394	12,500	12,000	10,698
					Southern Mahratta		382,923	331,800	328,400	324,390
					South Indian		49,496	40,300	48,800	48,049
					TOTAL		1,163,115	1,149,100	1,136,500	1,086,141
Interest Chargeable against Companies on Advances.										
					Bengal Central		26,810	26,800	26,500	26,027
					Bengal-Nagpur		145,805	145,100	143,700	139,132
					Indian Midland		72,121	71,800	71,100	68,360
					Southern Mahratta		113,199	112,800	111,600	105,973
					TOTAL		357,935	356,500	352,900	328,492

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
Accounts, 1892-93.	1893-94.						Accounts, 1892-93.	1893-94.		
	Budget Estimate.	Revised Estimate.	Accounts.					Accounts.	Revised Estimate.	Budget Estimate.
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
XXVII.—GUARANTEED RAILWAYS.										
Net Traffic Receipts.										
452,317	435,000	520,000	530,503	B	Madras					
855,810	840,000	967,500	978,316		Bombay, Baroda and Central India					
1,980,286	1,960,000	1,910,000	1,874,993		Great Indian Peninsula					
3,244,413	3,235,000	3,397,500	3,383,812		TOTAL					
XXVIII.—SUBSIDIZED COMPANIES.										
Repayment of Advances of Interest.										
17,898	23,600	33,700	34,054	I	Mysore					
...	1,600	...	...		Rohilkhand-Kumaon					
17,898	25,200	33,700	34,054	TOTAL						
34.—CONSTRUCTION OF PROTECTIVE RAILWAYS.										
					South Indian		75,034	72,500	113,700	
					Guntakal-Mysore Frontier		9,981	10,400	17,800	
					East Coast		975,989	996,800	912,000	984,469
					Stores		...	...	4,800	
					TOTAL	F	1,060,954	1,079,700	1,054,300	984,469
37.—CONSTRUCTION OF RAILWAYS.										
					East Coast	F	...	...	...	201,225
39.—GUARANTEED COMPANIES SURPLUS PROFITS, LAND, SUPERVISION, AND INTEREST.										
Surplus Profits.										
					Bombay, Baroda and Central India		266,057	265,000	181,200	186,683
					Great Indian Peninsula		305,197	305,900	381,600	395,236
					TOTAL	C	571,254	570,900	562,800	581,924
Land and Supervision.										
					India (share of office of Director General of Railways)		15,806	16,200	15,900	15,547
					Central Provinces		10,576	10,700	10,600	11,038
					Assam		7,065	7,000	6,500	2,136
					Bengal		11,477	11,000	10,800	10,910
					North-Western Provinces and Oudh		11,980	11,100	12,500	12,545
					Madras		2,568	13,800	16,000	13,430
					Bombay		27,731	28,300	33,900	23,348
					Reserve		...	...	6,300	...
					Deduct—Amount recoverable from Companies on account of Government supervision		97,153	98,100	112,500	88,954
							63,140	63,200	62,100	59,631
					TOTAL	C	34,004	34,900	50,400	29,423
Interest.										
					Madras		880,016	3,544,400	3,508,900	853,044
					Bombay, Baroda and Central India		689,271			
					Great Indian Peninsula		1,988,205			
					TOTAL	C	3,557,492	3,544,400	3,508,900	3,438,635

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.			
Accounts, 1892-93.	1893-94.						1893-94.			Accounts, 1892-93.
	Budget Estimate.	Revised Estimate.	Accounts.				Accounts.	Revised Estimate.	Budget Estimate.	
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.
					40.—SUBSIDIZED COMPANIES—LAND AND ADVANCES OF INTEREST.					
					Bengal and North-Western—Land	970	2,800	1,700	3,905	
					Delhi-Umballa-Kalka—Land	...	...	1,400	121	
					Nilgiri—Land and Interest	5,796	5,800	11,100	8,357	
					TOTAL	D	6,766	8,600	14,200	12,388
					41.—MISCELLANEOUS RAILWAY EXPENDITURE.					
					Surplus Establishment and miscellaneous Charges	5,027	5,000	7,000	3,265	
					Director General's Establishment (share of)	15,806	16,200	15,900	15,547	
					Port Store-keeper's Establishment	2,184	2,400	2,400	2,329	
					Rutlam-Muttra Survey	5,514	5,500	7,200	1,927	
					Pachpadra-Umarkot Survey	2,127	2,000	2,000	...	
					Bina-Guna Railway (Land)	31	...	300	...	
					Sambalpur-Kurda Survey	160	200	...	6,090	
					Saugor-Katni	2,423	2,400	4,000	...	
					Raipur-Sonpur	187	...	...	...
					Meiktila-Myingyan	...	...	...	2,291	
					Mandalay-Kunlon	13,559	13,000	6,000	6,076	
					Chittagong-Akyab-Minhla Survey	6,861	8,200	4,300	959	
					Mogaung-Irrawaddy Survey	3,037	3,200	900	1,799	
					Thedaw-Myingyan	632	600	...	...
					Bengal-Assam	...	...	...	-81,572	
					Cuttack-Midnapur-Calcutta Survey	10,577	11,300	13,000	7,215	
					Moghal Serai-Howrah Survey	-335	-400	...	-62	
					Anarpur-Begum Serai	543	500	400	861	
					Monghyr Extension	228	300	400	397	
					Chittagong-Comilla	...	...	...	-7,570	
					Singha-Madaripore-Chandpore Survey	368	500	...	...
					Rai Bareilly-Benares Survey	1,222	1,300	5,000	2,020	
					Aonla-Budaon Survey	...	...	...	230	
					Ghaziabad-Moradabad Survey	2,491	3,000	1,200	...	
					Rampur-Ramnagar	504	600	...	...
					Bareilly-Soron	1,165	1,400	...	...
					Wazirabad-Multan Survey	1,591	1,500	800	1,582	
					Kalka-Simla Survey	8,208	8,200	4,900	5,294	
					Kashmir Railway Surveys	35	100	...	9,495	
					Zhob Valley Survey	...	...	...	58	
					Umballa-Patialla Survey	230	200	400	344	
					Frontier Railway Surveys	492	600	1,800	4,594	
					Abt Material and Engine Suspense Account	13	...	...	-200	
					Jungshahi-Tatta Survey	...	...	...	634	
					Ludiana-Ferozepore	204	700	1,700	...	
					Dera Ismail Khan-Murtaza Survey	196	200	400	1,908	
					Delhi-Minchinabad Survey	9,538	9,200	9,600	3,459	
					Kotri-Rohrie Survey	208	200	...	19	
					Kotri-Kurrachee Survey	1,188	1,300	...	25	
					Madras-Bezvada	6,037	5,000	5,000	...	
					Kurnool Branch Survey	7	...	...	501	
					Nusserabad-Kekri Survey	...	...	...	130	
					Jubbulpore-Gondia	...	...	6,000	...	
					Prome-Magwe-Meiktila Survey	...	...	4,000	...	
					Raipur-Vizagapatam	...	...	3,000	...	
					Reserve	...	5,600	...	...
					TOTAL	E	102,253	110,000	107,500	-10,860
					42.—STATE RAILWAYS—CONSTRUCTION.					
					East Indian	425,281	435,400	162,300	60,081	
					Ditto—Jhorria Extension	117,090	105,700	110,000	234,408	
					Rajputana-Malwa	38,340	34,000	32,700	51,399	
					Holkar	2,179	2,900	3,500	1,609	
					Godhra-Rotlam	427,045	428,000	385,000	633,349	
					Palanpur-Deesa	9,168	9,800	9,200	11,237	
					Bhopal	19,215	22,500	26,800	26,981	
					Stores and Reserve	-146,589	-63,240	8,100	27,295	
					Waraha Coal	...	...	1,500	649	
					Warora Colliery	11,260	10,660	47,600	992	
					Umaria Colliery	-4,247	-4,370	5,500	3,761	
					Nagpur-Chhattisgarh Depreciation Account	3,702	-600	-17,200	-23,567	
					Burma	63,698	62,240	43,200	50,877	
					Mu Valley	270,309	289,140	395,000	447,688	
					Assam-Bengal—Northern Section	...	...	...	-47,876	
					Ditto (land)	67,005	80,000	40,000	14,231	
					Eastern Bengal	105,544	109,400	146,800	135,095	
					Carried forward	1,409,991	1,521,530	1,400,000	2,170,259	

REVENUE.				For details see schedule.	Fund and Finance Heads.	For details see schedule.	EXPENDITURE.				
Accounts 1892-93.	1893-94.						Accounts.	1893-94.		Accounts, 1892-93.	
	Budget Estimate.	Revised Estimate.	Account.					Revised Estimate.	Budget Estimate.		
Rx.	Rx.	Rx.	Rx.				Rx.	Rx.	Rx.	Rx.	
45.—STATE RAILWAYS—CONSTRUCTION—continued.											
Brought forward							1,409,991	1,521,530	1,400,000	2,170,259	
Tirhoot							12,480	18,300	19,800	124,801	
Patna-Gya							...	...	...	—435,011
Nalhati							...	...	...	—86,478
Cawnpore-Achnera							7,590	11,500	7,500	6,923	
Oudh and Rohilkhand							36,566	48,520	50,900	—19,703	
Lucknow-Rae Bareilly-Benares							82,520	84,380	80,000	126,809	
Bareilly-Rampur-Moradabad							392,975	386,550	268,600	251,822	
Rewari-Berozapore							1,781	2,000	5,000	190	
North Western							183,972	220,400	146,300	210,286	
Gradient Improvements							144,860	143,700	140,000	225,947	
Petroleum Operations							—1,914	100	...	1,409	
Frontier Railway Reserve							18,847	18,690	5,500	30,060	
Peshawar Railway							...	...	...	1,028
Mari-Attock							83,602	82,600	50,000	211,097	
Mushkal-Bolan							561,486	516,180	500,000	267,161	
Guntakal-Mysore Frontier							...	...	...	460,509
South Indian							...	...	...	—202,614
Bellary-Kistna							...	...	...	245
Benavda Extension							500	500	500	481	
East Coast							...	...	...	47,924
Dhond and Manmad							9,382	10,700	18,900	3,008	
Over-allotments							...	—112,900	...	...
TOTAL							F	2,939,566	2,947,700	2,800,000	3,455,199
PROVINCIAL.											
XXVI and 38.—STATE RAILWAYS.											
Gross Traffic Receipts and Working Expenses.											
678,730	710,000	692,500	619,010		Burma		365,925	370,000	350,000	351,914	
6,641	6,700	7,000	7,092		Jorhat		5,658	5,700	6,100	5,495	
1,840	2,300	2,800	2,298		Cherra-Companygunj		1,975	2,100	2,100	1,761	
310,043	320,000	332,500	353,484		Eastern Bengal		...	...	...	...
23	...	...	...		Lucknow-Sitapur-Seraman		...	...	...	...
6,408	14,000	18,000	14,254		Hyderabad-Umarkot		11,407	10,500	10,000	6,420	
1,004,291	1,068,000	1,007,800	996,188	A	TOTAL	A	384,964	388,800	368,200	365,580	
Interests on debt.											
India							212,754	212,700	212,700	210,372	
37.—CONSTRUCTION OF RAILWAYS.											
Jorhat							2,184	2,200	1,900	3,732	
Cherra-Companygunj							70	800	...	447	
Mayavaram-Mutupet							63,998	66,400	67,500	91,902	
Hyderabad-Umarkot							7,656	8,300	6,300	42,181	
TOTAL							F	73,908	77,100	75,100	138,262

SCHEDULE A.

Detailed Account of State Railways' Gross Traffic Receipts and Working Expenses for 1893-94.

	RECEIPTS.			EXPENSES.			NET RECEIPTS.			Capital outlay to 31st March 1894.	Percentage of net receipts on total outlay to 31st March 1894.	Percentage of charges on receipts.
	Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.			
I.—INDIA	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
	4,950,000	5,120,000	5,122,526	1,375,000	1,364,000	1,355,940	3,335,000	3,550,000	3,558,159			
	...	...	...	240,000	205,100	208,527	...	...	...
	300	300	380	...	...	...	300	300	380			
IMPERIAL.												
	4,950,000	5,120,000	5,122,526	1,375,000	1,364,000	1,355,940	3,335,000	3,550,000	3,558,159			
	...	...	...	240,000	205,100	208,527	...	...	...
	300	300	380	...	...	...	300	300	380			
II.—CENTRAL PROV. INDCS.												
	4,950,000	5,120,000	5,122,526	1,375,000	1,364,000	1,355,940	3,335,000	3,550,000	3,558,159			
	...	...	...	240,000	205,100	208,527	...	...	...
	300	300	380	...	...	...	300	300	380			
III.—BOMBA.												
	4,950,000	5,120,000	5,122,526	1,375,000	1,364,000	1,355,940	3,335,000	3,550,000	3,558,159			
	...	...	...	240,000	205,100	208,527	...	...	...
	300	300	380	...	...	...	300	300	380			
IV.—BENGAL.												
	4,950,000	5,120,000	5,122,526	1,375,000	1,364,000	1,355,940	3,335,000	3,550,000	3,558,159			
	...	...	...	240,000	205,100	208,527	...	...	...
	300	300	380	...	...	...	300	300	380			

V.—NORTH-WESTERN PROVINCES AND OUDH.		870,000	885,000	898,055	890,000	390,000	377,863	480,000	455,000	520,002	(c) 10,626,534	489	42-09
Outh and Rohilkhand		467,500	455,000	432,966	275,000	293,000	285,654	192,500	174,000	146,712	8,728,201	1-08	66-07
Indian Midland		170,000	76,000	76,661	42,800	43,600	47,572	26,000	32,000	28,740	851,895	3-37	62-56
Lucknow-Bareilly		...	...	...	1,200	400	349	...	...	...	...	...	62-10
" Surplus profits		...	...	...	...	...	...	...	...	...	...	...	...
VI.—PUNJAB		1,407,500	1,416,000	1,407,082	709,000	717,000	711,538	698,500	699,000	695,544	20,207,130	...	...
North Western		2,900,000	2,980,000	3,081,472	1,835,000	1,900,000	1,908,197	985,000	1,080,000	1,128,275	(d) 35,792,137	3-14	62-95
VII.—MADRAS		810,000	770,000	781,522	500,000	500,000	488,789	310,000	268,300	290,768	(e) 7,285,364	2-99	62-79
South Indian Company's share of net earnings		...	...	...	...	1,700	1,955	...	...	...	...	...	62-54
Mysore		152,500	161,000	159,574	92,200	98,800	98,705	47,500	37,000	36,680	1,489,440	2-57	74-01
Company's share of net earnings		...	...	...	12,800	24,200	24,188	...	...	...	...	...	61-86
Rezva Extension		40,000	10,800	9,292	28,000	7,100	7,441	12,000	8,700	1,951	142,654	1-30	80-08
East Coast		25,000	70,000	75,055	20,000	50,000	59,599	6,000	20,000	15,456	2,829,986	1-40	81-58
Guntakul-Mysore Frontier		24,600	26,000	29,183	16,300	15,500	17,411	8,300	10,500	11,772	585,810	2-01	59-66
VIII.—BOMBAY		1,052,100	1,037,800	1,054,626	669,300	698,300	688,099	382,800	399,500	356,527	13,273,254	...	...
Dhond and Maunad (Net Receipts)		38,400	34,500	34,857	...	...	...	33,400	34,500	34,857	1,118,086	3-12	...
Southern Mahratta		500,000	670,000	576,958	315,000	350,800	352,398	...	...	...	...	...	74-26
Company's share of net earnings		...	...	...	45,000	74,700	76,064	140,000	144,500	148,496	9,518,175	1-56	61-08
TOTAL IMPERIAL		533,400	604,500	611,815	360,000	425,500	428,482	173,400	179,000	183,363	10,636,261	...	...
		15,238,500	15,768,000	15,882,939	7,719,300	2,870,800	7,879,011	7,519,200	7,897,200	8,008,958	132,313,183	(f) 6-06	49-61
		...	...	...	...	...	...	...	...	...	...	...	45-54

9 In the case of lines worked by Companies two percentages have been entered, the first including, and the second excluding, surplus profits and share of net earnings paid to the Companies.

(a) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay, expressed in Rs., is as follows:—

By Company to date of purchase	33,682,641
" Government after purchase (excluding Akheria extension)	3,227,232
	36,914,233

36,914,233 on which the net receipts would give a return of 9-64 per cent.

(c) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay on the line is as follows:—

By Company to date of purchase	Rs. 9,201,311
By Government after purchase	250,538
Total	9,451,798

on which the receipts would give a return of 6-44 per cent.

(d) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. Taking the actual rupee outlay on the old Sind, Punjab and Delhi Railway by the Company to date of purchase, the outlay is as follows:—

By Company to date of purchase	Rs. 12,008,927
By Government after purchase and on system before and after acquisition	30,930,816
Total	42,939,743

on which the net receipts would give a return of 6-51 per cent.

(e) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay on the line is as follows:—

By Company to date of purchase	Rs. 4,870,512
By State to end of 1892-93	2,592,807
Total	7,463,319

on which the net receipts would give a return of 3-84 per cent.

(f) Substituting the actual rupee outlay in the case of purchased lines, the net receipts, including the Eastern Bengal Railway Provincial share, give a return of 5-12 per cent.

(g) Capital expended on Tirhoot State Railway.

(a) This figure represents the Capital outlay recorded in the Finance and Revenue Accounts of the Government of India. The actual rupee outlay expressed in Rs. is as follows:—

By Company to date of purchase	Rs. 3,339,837
By Government after purchase and on other lines constructed by the State and opened for traffic	7,067,764

10,007,601 on which the net receipts (including the Provincial share) give a return of 6-08 per cent.

(i) Percentages calculated on total net receipts, including Provincial Share.

(h) The Provincial share of the Eastern Bengal Railway net receipts has been included in calculating these percentages.

SCHEDULE A—concluded.

Detailed Account of State Railways: Gross Traffic Receipts and Working Expenses for 1893-94—concluded.

	RECEIPTS.			EXPENSES.			NET RECEIPTS.			Capital outlay to 31st March 1894.	Percentage of net receipts on total outlay on 31st March 1894.	Percentage of net receipts of charges on receipts.
	Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.	Budget Estimate.	Revised Estimate.	Actuals.			
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.		
I.—BENGA	710,000	622,500	619,610	350,000	370,000	365,925	800,000	252,500	252,085	5,350,702	4.73	59.11
II.—ASSAM	6,700	7,000	7,002	6,100	5,700	5,658	600	1,300	1,434	81,083	1.77	79.77
III.—BENGAL	2,300	2,500	2,598	2,100	2,100	1,974	200	200	324	77,900	.41	85.94
IV.—BOMBAY	9,000	9,300	9,890	8,200	7,800	7,632	800	1,500	1,758	188,983	...	...
	380,000	362,500	253,484	...	...	...	320,000	362,500	353,494	...	...	...
	14,000	18,000	14,254	10,000	10,500	11,407	4,000	2,500	2,847	170,698	1.67	90.83
	1,053,000	1,807,800	996,137	968,200	888,300	894,964	684,800	619,000	611,173	5,680,383	(c) 4.54	(c) 59.90
	16,261,500	16,775,300	16,879,107	8,087,500	8,869,100	8,263,975	8,204,000	8,516,200	8,615,132	137,935,566	(a) 6.24	(b) 49.96
												48.09

(a) Substituting the actual rupee outlay in the case of purchased lines the net receipts give a return of 5.11 per cent.
 (b) Excluding surplus profits to Companies for working State lines and net earnings of their own concern paid to the Bengal and North-Western Railway Company.
 (c) The net receipts of the Eastern Bengal Railway are excluded in calculating these percentages.

SCHEDULE B.

GUARANTEED RAILWAYS.

Statement of Revenue Transactions during the official year 1893-94.

FINANCIAL HEADS.	ACTUALS, 1892-93.			BUDGET ESTIMATE, 1893-94.			REVISED ESTIMATE, 1893-94.			ACTUALS, 1893-94.		
	Administra- tive.	Suspense.	Financial.	Administra- tive.	Suspense.	Financial.	Administra- tive.	Suspense.	Financial.	Administra- tive.	Suspense.	Financial.
XXVII—GUARANTEED RAILWAYS.												
NET TRAFFIC RECEIPTS.												
Payments into Treasury—												
Madras Railway	186,978	88,088	1,075,966	975,000	90,000	1,065,000	1,025,000	180,000	1,155,000	1,038,374	119,572	1,158,246
Bombay, Baroda and Central India Railway	1,449,156	977,939	2,427,095	1,400,000	1,080,000	2,480,000	1,515,000	1,375,000	2,890,000	1,528,527	1,337,424	2,865,951
Great Indian Peninsula Railway	3,978,256	237,617	4,215,873	4,000,000	270,000	4,270,000	3,950,000	230,000	4,240,000	3,949,930	280,480	4,230,410
TOTAL	6,414,390	1,303,644	7,718,064	6,375,000	1,440,000	7,815,000	6,480,000	1,795,000	8,285,000	6,516,831	1,737,776	8,254,607
Withdrawals from Treasury—												
Madras Railway	526,892	95,857	622,749	540,000	90,000	630,000	540,000	95,000	635,000	519,380	105,363	627,743
Bombay, Baroda and Central India Railway	579,392	991,938	1,571,285	560,000	1,080,000	1,640,000	547,500	1,375,000	1,922,500	539,789	1,347,846	1,887,635
Great Indian Peninsula Railway	1,951,338	323,349	2,279,587	2,000,000	310,000	2,310,000	2,020,000	310,000	2,330,000	2,018,062	337,355	2,355,417
TOTAL	3,057,522	1,416,069	4,473,621	3,100,000	1,480,000	4,580,000	3,107,500	1,780,000	4,887,500	3,077,231	1,783,564	4,870,795
Net Traffic Receipts—												
Madras Railway	460,086	— 7769	452,317	435,000	...	435,000	485,000	35,000	520,000	518,994	11,509	530,503
Bombay, Baroda and Central India Railway	869,764	— 13,954	855,810	840,000	...	840,000	967,500	...	967,500	938,738	— 10,422	978,316
Great Indian Peninsula Railway	2,087,018	— 90,732	1,996,286	2,000,000	— 40,000	1,960,000	1,930,000	— 20,000	1,910,000	1,931,968	— 58,575	1,874,993
TOTAL	3,356,968	— 112,455	3,244,513	3,275,000	— 40,000	3,235,000	3,382,500	15,000	3,397,500	3,489,600	— 55,788	3,383,812

SCHEDULE C.

39.—Guaranteed Companies—Surplus Profits, etc., Land and supervision and Interest.

PROVINCE OR RAILWAY.	Accounts, 1892-93.	Budget Estimate, 1893-94.	Revised Estimate, 1893-94.	Actuals, 1893-94.
MOIETY OF SURPLUS PROFITS, ETC.	Rx.	Rx.	Rx.	Rx.
Bombay, Baroda and Central India Railway	186,688	181,200	265,000	266,057
Great Indian Peninsula Railway	395,236	381,600	305,900	305,197
TOTAL	581,924	562,800	570,900	571,254
LAND AND SUPERVISION.				
India—(share of office of Director General of Railways)	16,547	15,900	16,200	15,806
Central Provinces	11,038	10,600	10,700	10,576
Assam	2,136	6,500	7,000	7,065
Bengal	10,910	10,800	11,000	11,477
North-Western Provinces and Oudh	12,545	12,500	11,100	11,930
Madras	13,430	16,000	13,800	12,568
Bombay	23,348	33,900	28,300	27,731
Reserve	...	6,800	...	...
Deduct—Amount recoverable from Companies on account of Government supervision	88,954	112,500	98,100	97,153
	59,531	62,100	63,200	63,149
TOTAL	29,428	50,400	34,900	34,004
INTEREST.				
India.				
Madras Railway	207	...	...	...
Bombay, Baroda and Central India Railway	285	300	300	424
Great Indian Peninsula Railway	2,181	2,300	2,100	2,071
TOTAL INDIA	2,673	2,600	2,400	2,495
England.				
Madras Railway	532,482	2,154,900	2,154,700	533,387
Bombay, Baroda and Central India Railway	416,526			417,517
Great Indian Peninsula Railway	1,196,289			1,203,816
TOTAL ENGLAND	2,145,297	2,154,900	2,154,700	2,154,720
Exchange	1,290,665	1,351,400	1,387,300	1,400,277
TOTAL INTEREST	3,438,635	3,508,900	3,544,400	3,557,492
GRAND TOTAL	4,049,982	4,122,100	4,150,200	4,162,750

SCHEDULE D.

SUBSIDISED RAILWAYS.

Statement of State Outlay for, and to the end of, the year 1893-94.

RAILWAYS.	Subsidy.	Interest.	Land.	Miscellaneous.	Total Final Heads of Account.	ESTIMATED INDIAN EXPENDITURE.		Guaranteed Interest paid in England plus Exchange.	GRAND TOTAL.
						Budget	Revised.		
	Rx.	Rx.	Rx.	Rx.	Ex.	Rx.	Rx.	Rx.	Rx.
DURING THE YEAR.									
<i>Imperial.</i>									
Bengal and North-Western . . . . .	...	...	970	...	970	1,700	2,800	...	970
Delhi-Umbala-Kalka . . . . .	...	...	...	...	...	1,400	...	...	...
Nilgiri . . . . .	...	2,792	3,004	...	5,796	11,100	5,800	...	5,796
Reserve . . . . .	...	...	...	...	...	...	...	...	...
TOTAL IMPERIAL . . . . .	...	2,792	3,974	...	6,766	14,200	8,600	...	6,766
<i>Provincial.</i>									
Doors . . . . .	...	...	259	...	259	100	300	...	259
Dibru-Sadiya	10,000	...	...	42	10,042	10,100	10,100	...	10,042
Rohilkhand-Kumaon	4,000	...	—	...	3,933	4,000	3,900	...	3,933
TOTAL PROVINCIAL	14,000	...	192	42	14,234	14,200	14,300	...	14,234
GRAND TOTAL	14,000	2,792	4,166	42	21,000	28,400	22,900	...	21,000
TO END OF THE YEAR.									
<i>Imperial.</i>									
Bengal Central . . . . .	...	...	72,767	...	72,767	...	...	77,150	149,917
Bengal and North Western . . . . .	...	...	185,189	...	185,189	...	...	...	185,189
Delhi-Umbala-Kalka . . . . .	...	...	52,869	...	52,869	...	...	...	52,869
Nilgiri . . . . .	...	5,613	11,957	...	17,570	...	...	...	17,570
Rohilkhand-Kumaon . . . . .	...	...	...	...	...	...	...	10,441	10,441
TOTAL IMPERIAL . . . . .	...	5,613	322,782	...	328,395	...	...	87,591	415,986
<i>Provincial.</i>									
Doors . . . . .	...	...	2,940	...	2,940	...	...	...	2,940
Tarkessur . . . . .	...	...	14,151	...	14,151	...	...	...	14,151
Dibru-Sadiya	95,277	...	...	2,841	98,118	...	...	...	98,118
Rohilkhand-Kumaon	36,000	...	3,414	...	39,414	...	...	...	39,414
Deoghur . . . . .	...	...	919	...	919	...	...	...	919
TOTAL PROVINCIAL	131,277	...	21,424	2,841	155,542	...	...	...	155,542
GRAND TOTAL	131,277	5,613	344,206	2,841	483,937	...	...	87,591	571,528

Net payments.		Exchange.		Payments.		Exchange.		Repayments.		Exchange.	
£	Rx.	£	Rx.	£	Rx.	£	Rx.	£	Rx.	£	Rx.
1891-92	3,011		415	1892-93	351		41	1893-94	63		24
1892-93	9,610		2,211	1893-94	3,798		1,609	1894-95	735		210
1893-94	21,358		4,580	1894-95	6,425		1,601	1891-92	685		432
1894-95	79,473		7,162								
TOTAL	62,432		14,668	TOTAL	10,574		2,511	TOTAL	1,793		700
		Rx. 77,150				Rx. 13,085				Rx. 2,393	
Less—Repayments by Company to Secretary of State											
In India—											
State 2,644											
1895-96 119											
1896-97 32											
TOTAL 2,644											

(a) In the revised classification of the accounts, Rx. 966 of the expenditure on the Deoghur Tramway has been classified under the head 41.—Miscellaneous Railway Expenditure, and a write-back of Rx. 37 under the head 40.—Subsidised Railways, Land, etc. For convenience the whole has been shown in this account.

SCHEDULE E.

41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of Outlay for, and to the end of, the year 1893-94.

SURVEYS, ETC.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
IMPERIAL.		Rx.	Rx.	Rx.
I.—INDIA	Surplus Establishment and Miscellaneous Charges	5,027	118,572	123,599
	Director General's Establishment, share of	15,806	184,086	200,742
	Port Store-keeper's Establishment	2,184	84,843	86,526
	Rutlam-Mutra Survey	5,514	1,927	7,441
	Pachpadra-Umarkot Survey	2,127	...	2,127
	Indirect Charges	...	13,444	13,444
	Preparation of project for conversion or doubling of Rajputana-Malwa Railway (project aban- doned)	...	1,676	1,676
	Bhopal Survey (project abandoned)	...	5,335	5,335
	Ajmere-Bhawalpur Survey (project abandoned)	...	2,327	2,327
	Great Western of India Railway Survey (project abandoned)	...	2,857	2,857
	Stores issued without charge to Nizam's Railway	...	761	761
	Bikanir Desert Railway Survey (project aban- doned)	...	8,310	8,310
	Ujjain-Bhopal Survey (project abandoned)	...	822	822
		30,658	425,809	456,987
II.—CENTRAL PROVINCES.	Bina-Guna Railway (Land)	31	...	31
	Sambalpur-Kurjha Survey	160	10,542	10,702
	Saugor-Katni Survey	2,423	...	2,423
	Raipur-Senpur Survey	187	...	187
	Nagpur-Saugor Survey (project abandoned)	...	1,427	1,427
	Wardha Coal Extension Survey (project aban- doned)	...	2,304	2,304
	Raj-Nandgaon-Watangal Survey	...	886	886
	Jubbulpur-Nagpur Survey (project abandoned)	...	1,870	1,870
III.—BURMA.		2,801	16,529	19,330
	Mandalay-Kunlon Survey	12,559	11,526	25,095
	Mogoung-Irrawaddy Survey	3,087	1,799	4,836
	Thedaw-Myingyan Survey	632	4,416	5,048
	Chittagong-Akyab-Minhla Survey	6,861	959	7,820
	Chindwin Survey (project abandoned)	...	2,616	2,616
IV.—ASSAM		24,089	21,328	45,415
	Sibsangor Coal Line (project abandoned)	...	2,399	2,399
	Garo Hills Reconnaissance (project abandoned)	...	414	414
	Assam Extension Survey (project abandoned)	...	9,110	9,110
Carried over		57,548	476,087	533,635

SCHEDULE E—continued.

41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1893-94—continued.

SURVEYS, ETC.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
		Rx. 57,548	Rx. 476,067	Rx. 533,615
Brought forward				
IMPERIAL—contd.				
Singhia-Madaripore-Chandpore Survey		368	...	368
Anarpur-Begum Serai Survey		543	861	904
Monghyr Extension Survey		228	397	625
Benares-Puri Survey . . . . .		...	77,242	77,242
Bungpore-Dhubri Survey . . . . .		...	3,054	3,054
Moghal Serai-Howrah Survey		—885	40,720	40,885
Cuttack-Midnapur-Calcutta Survey		10,577	7,215	17,792
Western Bengal Survey (project abandoned) . . . . .		...	11,888	11,888
		11,381	140,877	152,258
Rae Bareilly-Benares Survey		1,223	2,020	3,243
Aonla-Budaon Survey . . . . .		...	280	280
Ghasiabab-Moradabad Survey		2,491	...	2,491
Moradabad-Ramnagar Survey		504	...	504
Bareilly-Soron Survey		1,165	...	1,165
		5,382	2,250	7,632
Ludhiana-Ferozepore Survey		204	...	204
Bannu Railway Survey . . . . .		...	12,669	12,669
Wazirabad-Multan Survey		1,591	2,276	3,867
Jungehahi-Tatta Survey . . . . .		...	648	648
Kalka-Simla Survey		8,203	5,966	14,169
† Umballa-Kalka-Simla Surveys . . . . .		...	9,870	9,870
Kashmir Railway Surveys		35	35,149	35,184
Zhob Valley Survey . . . . .		...	40,206	40,206
Frontier Railway Surveys		492	11,860	11,852
Peshawar-Dhakka Survey . . . . .		...	4,645	4,645
Abt Material and Engine Suspense Account		18	43,210	43,223
Mianwali-Khusulgarh Survey . . . . .		...	6,257	6,257
Peshawar-Jamrood Survey . . . . .		...	613	613
Kotri-Karrachee Survey		1,188	25	1,213
Dera Ismail Khan-Murtaza Survey		196	1,903	2,099
Delhi-Minohabad Survey		9,528	3,459	12,987
Umballa-Patiala Survey		230	344	574
Kotri-Rohri Survey		208	19	227
Indus Valley Eastern Extension Survey (project abandoned). . . . .		...	7,025	7,025
Kach-Quetta Survey (project abandoned) . . . . .		...	1,815	1,815
Bolan Permanent Line Survey (project abandoned) . . . . .		...	15,487	15,487
Khattan-Baber Kach Railway Survey (project abandoned). . . . .		...	2,160	2,160
Kohala Survey (project abandoned) . . . . .		...	238	238
		21,898	205,344	227,242
Carried over		96,209	824,558	920,767

* Expenditure previous to 1887-88 (Rx. 5,262) classified as Provincial.

† See also Provincial.

SCHEDULE E—continued.

41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1893-94—continued.

SURVEYS, &c.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
		Rx.	Rx.	Rx.
Brought forward		96,209	894,558	990,767
IMPERIAL—contd.				
VIII.—MADRAS	Madras-Besvada Survey	6,037	...	6,037
	Kurnool Branch Survey	7	680	687
	South Indian Railway Extension Survey (project abandoned) . . . . .	...	1,045	1,045
	Tinnevely-Quilon Survey (project abandoned) . . . . .	...	425	425
		6,044	2,130	8,174
IX.—BOMBAY	Nuseerabad-Kekri Survey . . . . .	...	302	302
	Mehsana-Viramgram (land) . . . . .	...	2,316	2,316
	Anand-Potlad (land) . . . . .	...	3,593	3,593
	Bhavnagar-Gondal Railway (land) . . . . .	...	2,633	2,633
	Aden Railway Survey (project abandoned) . . . . .	...	635	635
	Karwar-Hubli Survey (project abandoned) . . . . .	...	56,887	56,887
		...	66,268	66,268
TOTAL IMPERIAL		102,258	892,954	995,207
PROVINCIAL.				
I.—BURMA	Bassien-Henzada Survey (project abandoned) . . . . .	...	2,330	2,330
II.—BENGAL	Sultanpore-Bogra Survey	120	...	120
	Western Bengal Railway Survey . . . . .	...	7,519	7,519
	Rangpore-Dhubri Survey . . . . .	...	5,262*	5,262
	Tarkesur Survey (project abandoned) . . . . .	...	1,723	1,723
	Howrah-Ampta Survey (project abandoned) . . . . .	...	510	510
	Sakri-Joynuggur Survey (project abandoned) . . . . .	...	325	325
	Mosufferpore-Sitamarhi Survey (project abandoned) . . . . .	...	2,111	2,111
	Share of Secretariat Establishment . . . . .	...	64,129	64,129
		120	81,579	81,699
Carried over		120	83,909	84,029

* Expenditure from 1897-98 classified under Imperial.

SCHEDULE E—concluded.

41.—MISCELLANEOUS RAILWAY EXPENDITURE.

Statement of outlay for, and to the end of, the year 1893-94—concluded.

SURVEYS, ETC.		Outlay for the year 1893-94.	Outlay to end of previous year.	Outlay to end of 1893-94.
PROVINCIAL—contd.		Rs. 120	Rs. 83,909	Rs. 84,029
III.—NORTH-WESTERN PROVINCES AND ODH.	Brought forward			
	Hardwar-Dehra Dun Survey . . . . .	...	777	777
	Rae Bareilly-Benares Survey . . . . .	...	2,042	2,042
	Cawnpore-Kalpi Survey (project abandoned) . . . . .	...	2,590	2,590
	Sitapore-Philibhit Survey (project abandoned) . . . . .	...	2,298	2,298
	Mau-Ranipar Survey (project abandoned) . . . . .	...	7,192	7,192
	Moradabad Survey (project abandoned) . . . . .	...	1,948	1,948
	Gonda Survey (project abandoned) . . . . .	...	2,611	2,611
	Jaunpore Survey (project abandoned) . . . . .	...	2,348	2,348
	Gorakhpore Survey (project abandoned) . . . . .	...	4,272	4,272
		...	27,078	27,078
IV.—PUNJAB	Bhatinda-Bhawalpore Survey . . . . .	...	3,816	3,816
	Umballa-Kalka-Simla Survey . . . . .	...	4,202	4,202
	Rawalpindi-Muree Survey (project abandoned) . . . . .	...	2,649	2,649
	Rajpura-Patiala (Bhatinda Extension) (land) . . . . .	...	812	812
	Jullundur-Hoshiarpur Survey (project abandoned) . . . . .	...	47	47
		...	11,527	11,527
V.—MADRAS	West Coast Survey	1,054	...	1,054
	Besvada-Mudlipatam Survey	12	815	827
	Nanjangod-Gudalur Survey . . . . .	...	420	420
	Nellore-Guntoor Survey . . . . .	...	1,783	1,783
	Madras-Gudur Survey . . . . .	...	955	955
	Palghat-Kurapatam Survey . . . . .	...	1,286	1,286
	Palghat-Dindigul Survey . . . . .	...	1,631	1,631
	Madura-Pamban Survey . . . . .	...	2,748	2,748
	Porto Novo-Salem Survey . . . . .	...	3,298	3,298
	Beypore-Calicut Survey (project abandoned) . . . . .	...	1,191	1,191
	Registration of Road Traffic . . . . .	...	1,464	1,464
	Bimlipatam Survey . . . . .	...	(a) 106	106
		1,066	15,697	16,763
VI.—BOMBAY	Ahmedabad-Prantij Survey . . . . .	...	278	278
	Nadiad-Kapadvanj Survey . . . . .	...	215	215
	Bombay Provincial Surveys . . . . .	...	10,082	10,082
		...	10,521	10,521
TOTAL PROVINCIAL		1,186	148,782	149,918
GRAND TOTAL		103,439	1,041,686	1,145,125

(a) See also Imperial.

(a) Written back from construction account of the East Coast Railway.

SCHEDULE F.

Statement of Capital outlay for the year 1893-94.

RAILWAYS.	Final heads of Account.	Deduct— Value of stores received from Guar- anteed Com- panies on purchase of lines by the State.	Suspense Accounts.	GRAND TOTAL.	Deduct— Receipts on Capital Account.	Net Expen- diture.	Deduct— Debits to the Indian books by credits to "Expendi- ture in Eng- land" for value of En- glish stores received and other items charged off in England.	Net Indian Outlay.	ESTIMATED INDIAN EXPENDITURE.		24.—Con- struction of Protective Railways.	27.—Con- struction of Railways (charged against Revenue in addition to that on the Famine In- surance).	48.—Capital Expenditure on State Railways not charged against Revenue.	50.—Capital charges in- volved in redemption of liabilities.
									Budget.	Revised.					Rx.	Rx.
I.—INDIA	IMPERIAL— { East Indian Do. Jherria Extension. Rajputana-Malwa Holkar Godhra-Batham Bhopal Palampur-Decan Reserve Secretary of State State Railway Stores Branch.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
		372,900	...	52,909	425,889	518	425,881	...	425,881	162,300	435,400	...	425,881	...
		117,996	...	...	117,996	...	117,996	...	117,996	110,000	105,700	...	117,996	...
		19,756	...	18,584	38,340	...	38,340	...	38,340	32,700	34,000	...	38,340	...
		2,179	...	...	2,179	...	2,179	...	2,179	3,500	2,900	...	2,179	...
		571,619	...	—144,320	427,299	254	427,045	...	427,045	385,000	428,000	...	427,045	...
		19,215	...	...	19,215	...	19,215	...	19,215	36,800	22,500	...	19,215	...
		2,367	...	...	20,367	(c) 11,204	9,163	...	9,163	9,200	9,800	...	9,163	...
		...	...	...	...	...	...	...	...	—186,400	—112,900	...	...	...
		...	...	—94,891	—94,891	...	—94,891	—94,891	...	—227,500	—205,700	...	—94,891	...
1,124,122	...	—219,415	904,707	11,977	892,730	97,654	795,076	315,600	719,700	...	892,730	...		
II.—CENTRAL PROVINCE.	{ Wardha Coal. Warora Colliery Umari Colliery Nagpur-Chhattis- garh Depreciation Account.	...	...	...	...	...	...	...	1,500	...	...	...	...
		3,094	...	3,168	11,260	...	11,067	...	...	16,800	...	...	11,260	...
		—5,251	...	1,004	—4,247	...	—5,330	...	...	700	—5,400	...	—4,247	...
12,182	...	...	3,702	...	3,702	...	3,702	—17,200	—600	...	3,702	...		
10,005	...	710	10,715	...	10,715	12,160	—1,435	...	...	...	...	10,715	...	
314,692	...	—43,734	270,956	049	270,909	12,341	257,968	326,700	275,000	...	...	270,909	...	
66,974	...	31	67,005	...	67,005	...	67,005	40,000	80,000	...	...	67,005	...	
III.—BUNDA	Ma Valley	...	...	...	...	...	...	...	...	...	...	...	...	...
IV.—ASSAM	Assam-Bengal (land).	...	...	...	...	...	...	...	...	...	...	...	...	...

SCHEDULE F—continued.
Statement of Capital outlay for the year 1893-94—continued

RAILWAYS.	Final heads of Account.	Deduct— Value of stores received from Guar- anteed Com- panies on purchase of lines by the State.	Suspense Accounts.	GRAND TOTAL.	Deduct— Receipts on Capital Account.	Net Expen- diture.	Deduct— Debits to the Indian books by credits to "Expendi- ture in Eng- land" for value of Eng- lish stores received and other items charged off in England.	Net Indian Outlay.	ESTIMATED INDIAN EXPENDITURE.		CLASSIFICATION OF TOTAL OUTLAY.				
									Budget.	Revised.	34.—Con- struction of Protective Railways.	37.—Con- struction of Railways (charged against Revenue in addition to that under Famine In- surance.)	49.—Capital Expenditure on State Railways not charged against Revenue.	50.—Capital charges in- voiced in redemption of liabilities.	
I.—BURMA . Burma . . .	39,012	...	24,676	63,688	...	63,688	39,557	25,131	12,300	20,700	...	...	63,688	...	...
II.—ASSAM . { Jorhat { Cherra-Company- { Guj . . .	2,523 265	... ...	—537 ...	2,185 265	1 196	2,184 70	... ...	2,184 70	1,900 ...	2,200 300	... ...	2,184 70	......	......	......
III.—MADRAS . Mayavaram-Muthu- { pet . . .	2,787	...	—337	2,450	196	2,254	...	2,254	1,300	2,600	...	2,254	...	...	...
IV.—BOMBAY . Hyderabad-Umar- { kot . . .	128,390 6,306	... ...	—64,337 1,353	63,993 7,659	... 3	63,993 7,656	... ...	63,993 7,656	67,500 6,300	66,400 8,200	... ...	63,993 7,656	...	...	...
TOTAL PROVINCIAL . . .	176,496	...	—38,705	137,791	199	137,591	26,557	99,036	87,400	97,900	...	73,903	63,688	...	...
GRAND TOTAL . . .	4,793,419	...	—701,803	4,091,616	17,111	4,074,425	711,971	3,362,454	2,777,900	3,322,500	1,060,954	73,903	2,889,568	...	...

Statement of Net Capital outlay from commencement of operations to end of the official year 1893-94.

RAILWAYS.		CLASSIFICATION OF TOTAL OUTLAY.											
		34.—Con- struction of Protective Railways.	37.—Construction of Railway (charged against Revenue in addition to that under Famine Insurance).	48.—Capital expenditure on State Railways not charged against Revenue.	50.—Capital charges in- volved in re- covery of liabilities.								
		Ex.	Rx.	Ex.	Rx.	Ex.	Rx.	Ex.	Rx.	Ex.	Rx.	Ex.	Rx.
I.—INDIA	IMPERIAL												
	East Indian	15,736,679	848,751	535,058	15,432,986	152,254	15,270,732	12,160,923	3,109,809	352,464	352,464	3,109,809	352,464
	Jherria Extension	8,927,327	...	449,707	9,371,034	16,382	9,354,702	2,879,318	6,475,384	...	6,475,384	6,475,384	...
	Rajputana-Malwa	1,312,538	...	...	1,312,538	4,095	1,308,443	341,468	966,975	...	966,975	966,975	...
	Holkar	1,223,562	...	128,395	1,351,957	659	1,351,298	...	1,351,298	...	1,351,298	1,351,298	...
	Godhra-Rutlam	39,086	...	...	39,086	(*) 18,500	20,596	...	20,596	...	20,596	20,596	...
	Palampur-Dessa	214,231	...	7,262	214,231	411	213,820	...	213,820	...	213,820	213,820	...
	Phopal	...	...	2,340	7,262	...	7,262	2,954,342	7,262	...	...	...	...
	Secretary of State	...	...	...	4,836	252	4,684	...	2,954,342	...	...	...	...
	State Railway Stores Branch	2,593	...	...	...	...	...	...	...	...	...	...	...
II.—CENTRAL PROVINCES		27,808,493	848,751	1,116,763	28,076,504	192,508	27,884,001	17,843,313	10,040,688				
	Wardha Coal	502,823	...	...	502,823	4,054	498,769	94,784	403,985				
	Warora Colliery	137,568	...	30,307	167,875	181	167,694	70,335	97,364				
	Umari Colliery	91,107	...	8,426	99,533	10	99,533	21,214	78,369				
	Nagpur-Chhatargarh	...	...	...	...	...	...	...	...
	Depreciation Account	47,886	...	5,567	53,433	1	53,432	...	53,432				
	Bilaspur-Etawah	7,515	...	...	7,515	1	7,514	...	7,514				
		788,879	...	44,300	831,179	4,247	826,932	154,324	640,608				
	Mu Valley	1,656,286	...	141,405	1,797,691	3,218	1,794,473	297,782	1,496,691				
		81,196	...	39	81,235	...	81,235	...	81,235				
III.—BURMA		8,569,109	72,788	193,070	8,699,391	51,843	8,637,548	3,699,230	4,938,318				
	Eastern Bengal	2,472,974	...	(b) 34,518	2,507,492	9,129	2,498,363	479,385	2,018,978				
	Tirhoot	80,271	...	...	80,271	27	80,244	...	80,244				
	Banghat-Bhugwagola	...	...	...	...	...	...	...	...
		11,072,354	72,788	227,586	11,327,154	60,990	11,166,155	4,118,615	7,047,540				
		41,405,208	931,539	1,530,094	42,013,763	260,967	41,752,796	22,446,034	19,306,762				
IV.—ASSAM													
V.—BENGAL													

(a) Contribution by Palampur Durbar.

(b) Suspense accounts up to end of 1893-94.

Less—Value of stores in hands of Bengal and North-Western Railway Company on 1st July 1890

Rx.	
78,403	
49,885	
24,518	

SCHEDULE G—continued.

Statement of Net Capital Outlay from commencement of operations to end of the official year 1893-94—continued.

CLASSIFICATION OF TOTAL OUTLAY.																	
RAILWAYS.	Final heads of Account.	Deduct—Value of stores received from Government purchase of lines by the State.		Suspense Accounts.	GRAND TOTAL.	Deduct—Receipts on Capital Account.		Net Expenditure.	Deduct—Debits to the Indian books by credits to "Expenditure in value of English stores received and other items charged off in England.		Net Indian Outlay.	34.—Construction of Protective Railways.	37.—Construction of Railways (charged against Revenue in addition to that under Famine Insurance).	48.—Capital expenditure on State Railway not charged against Revenue.	50.—Capital charges involved in redemption of liabilities.		
		Rx.	Rx.			Rx.	Rx.		Rx.	Rx.						Rx.	Rx.
VI.—NORTH-WESTERN PROVINCES AND OUDH.	Brought forward	41,405,206	921,539	1,530,094	42,013,763	260,997	41,752,796	22,446,034	19,306,762								
	Cawnpore-Achmra	1,168,760	...	214,335	1,168,760	6,231	1,162,529	114,109	1,048,420								
	Oudh and Rohilkhand	10,390,727	330,205	...	10,390,727	2	10,380,725	10,563,034	--152,309								
	Lucknow-Rae Bareilly-Benares	245,837	...	...	245,837	28	245,969	70,811	174,998						
VII.—PUNJAB	Bareilly-Rampur-Moradabad	640,431	...	23,776	664,197	774	663,423	165,828	497,696								
	Lucknow-Bareilly	513,094	...	...	513,094	980	512,114	16,942	495,172						
	Rewari-Percepore North Western	13,064,700	330,205	238,111	12,972,615	8,015	12,964,600	10,980,724	2,033,876								
	Mari-Attuck	1,233,730	483,665	1,102,367	1,233,730	947	1,232,783	12,755,713	1,262,783								
VIII.—MADRAS	Muskhaf-Holan	34,786,828	...	...	35,408,630	260,206	35,155,324	...	22,399,611						
	Petroleum Operations	636,387	...	10,569	636,956	143	636,813	61,943	574,870								
	Frontier Railway Reserve	363,419	...	18,495	381,914	301	382,215	20,054	362,169								
	Peshawar Railway Reserve	918,650	...	66,172	1,014,822	2,153	1,012,669	70,548	942,121								
IX.—MYSORE FRONTIER	Frontier Railway Reserve	10,081	...	2,397	12,468	1	12,467	7,992	4,475								
	Peshawar Railway Reserve	3,336	...	(c) 432,459	435,797	2	435,795	367,937	67,868								
		36,776	36,776	...	36,776	...	36,776								
		38,023,433	483,665	1,669,225	39,208,993	263,753	38,955,240	13,284,177	25,671,063								
X.—MYSORE FRONTIER	Bellary-Kistna	585,048	...	767	585,815	5	585,810	...	585,810								
	South Indian	1,336,620	...	322,934	1,659,554	2,001	1,657,553	151,443	1,506,310								
	Bezwada Extension	7,412,618	336,517	239,784	7,688,920	419	7,688,501	5,364,149	1,921,215								
	East Coast	142,901	142,901	247	142,654	30,966	111,669								
XI.—MYSORE FRONTIER	Vizagapatnam-Bairpur	3,613,523	...	220,895	3,834,418	4,432	3,829,986	73,351	3,756,635								
		24,506	24,506	1	24,504	...	24,504								
		13,115,313	336,517	504,380	13,539,176	7,105	13,532,071	5,619,928	7,906,143								

IX.—BOMBAY	{ Dhond and Marnad Southern Maratta	1,112,549 61,476	...	7,109 18,262	1,119,658 74,738	1,572 22,081	1,118,086 (d) 58,707	483,768 ...	678,318 52,707										
		1,174,025	...	20,371	1,194,396	23,603	1,170,798	483,768	781,025										
		106,782,688	2,121,926	4,262,181	108,922,943	553,443	108,369,500	62,750,631	55,648,869										
	TOTAL IMPERIAL																		
	PROVINCIAL.																		
I.—BURMA	Burma	6,240,932	...	126,870	5,367,802	17,100	5,350,702	1,316,904	4,033,798										
II.—ASSAM	{ Jorhat Cherra-Companygunj	79,976 78,314	...	1,420 ...	81,396 78,314	313 414	81,083 77,900	...	81,083 77,900										
		158,290	...	1,420	159,710	727	158,983	...	158,983										
III.—MADEAS	Mayavaram-Mutupet	220,670	...	6,499	227,169	...	227,169	...	227,169										
IV.—BOMBAY	Hyderabad-Umarkot	169,310	...	1,395	170,705	7	170,598	...	170,598										
	TOTAL PROVINCIAL	5,789,202	...	136,185	5,925,386	17,834	5,907,552	1,316,904	4,590,648										
	GRAND TOTAL	112,571,880	2,121,926	4,398,865	114,848,329	571,277	114,277,052	64,037,535	60,239,517	5,464,197	6,478,434	68,780,970	38,553,451						

(c) Includes Rs. 40,884 shown in Finance and Revenue Accounts of the Government of India as exchange on expenditure in England.

(d) Depreciation on works.

SCHEDULE H.

Statement showing expenditure on lines not opened for traffic on 31st March 1894, on stores in reserve, and on abandoned projects, ect. (vide para. 2).

		Expenditure on 31st March 1894.
		Rx.
<i>Lines under Construction—</i>		
East Indian—Jherria Extension		352,464
Godhra-Rultam		1,351,298
Mu Valley (unopen section)		711,604
Assam-Bengal (Land)		81,235
Bareilly-Rampur-Moradabad		663,423
Mari-Attock		382,613
Mushkaf-Bolan		1,012,669
Mayavaram-Mutupet		227,169
Assam-Bengal (outlay by Company's agency)		1,346,158
<i>Stores in Reserve—</i>		
Peshawar Railway Reserve		36,776
Frontier Railways Reserve		435,795
At Ports and in transit		11,946
<i>Projects in abeyance—</i>		
Bilaspur-Etawa (Kunti-Etawa Survey)		7,514
Ranaghat-Bhugwangola		30,244
Vizagapatam-Raipur		24,504
<i>Other items—</i>		
Petroleum Operations		12,467
Nagpur-Chhattisgarh Depreciation Account		53,432
Southern Mahratta (Depreciation on works)		52,707
TOTAL		6,791,013

SCHEDULE I.

Statement showing the Financial Results to the State of lines in the hands of Companies other than the old Guaranteed Railways.

BENGAL CENTRAL RAILWAY.

YEAR.	GUARANTEED INTEREST PAID IN ENGLAND.					Net traffic receipts accruing to Government (b).	Net loss to the State (a-b).
	Sterling payments.	Deduct—Repayments by Company to the Secretary of State in England.	Net charge to State.	Rate of exchange.	Equivalent in Indian currency expressed in Rx. (a).		
	£	£	£	s. d.	Rx.	Rx.	Rx.
1881-82	4,301	2,290	2,011	1 7-895	2,426	...	2,426
1882-83	18,320	3,680	9,640	1 7-522	11,851	...	11,851
1883-84	24,008	2,645	21,358	1 7-530	26,238	...	26,238
1884-85	29,675	202	29,473	1 7-308	36,635	...	36,635
1885-86	24,802	...	24,802	1 6-2541241	32,609	—584	33,193
1886-87	31,448	...	31,448	1 5-44108006	43,275	—8,776	52,051
1887-88	32,542	...	32,542	1 4-89891317	46,217	7,926	38,291
1888-89	35,625	...	35,625	1 4-3790907	52,201	21,242	30,959
1889-90	34,709	35	34,674	1 4-56598718	50,234	27,943	22,891
1890-91	33,750	...	33,750	1 6-08930408	44,778	24,785	19,993
1891-92	33,750	...	33,750	1 4-73333812	48,406	19,109	29,297
1892-93	33,750	...	33,750	1 2-98477785	54,055	24,198	29,857
1893-94	33,750	...	33,750	1 2-54664222	55,683	22,996	32,687
TOTAL	365,425	8,852	356,573	...	504,608	138,239	366,369

* The Finance and Revenue Accounts of the Government of India show the net charge only, and do not exhibit any amount under repayments.

BENGAL NAGPUR RAILWAY.

YEAR.	GUARANTEED INTEREST.					Net Traffic receipts accruing to Government (b).	Loss to the State (a-b).	
	Amount paid in India.	AMOUNT PAID IN ENGLAND.			Total payments in England and India expressed in Rx. (a).			
		Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.				
Rx.	£	s.	d.	Rx.	Rx.	Rx.	Rx.	
1887-88 . . .	...	82,563	1	4-89891317	117,257	117,257	50,716	66,541
1888-89 . . .	19,415	161,298	1	4-3790907	236,340	255,755	36,459	219,296
1889-90 . . .	19,415	190,091	1	4-56598718	275,395	294,810	70,981	223,829
1890-91 . . .	19,415	228,570	1	6-08930408	303,256	322,671	84,510	238,161
1891-92 . . .	19,415	249,250	1	4-73333812	357,480	376,905	334,280	42,625
1892-93 . . .	19,415	252,500	1	2-98477785	404,410	423,925	293,578	130,247
1893-94 . . .	19,415	259,624	1	2-54664222	428,344	447,759	351,185	96,574
TOTAL .	116,490	1,423,891	...	2,122,492	2,238,982	1,221,709	1,017,273	

INDIAN MIDLAND RAILWAY.

YEAR.	Amount paid in India.	Sterling payments.	Rate of exchange.	Equivalent in Indian currency expressed in Rx.	Total payments in England and India expressed in Rx. (a).	Net Traffic receipts accruing to Government (b).	Loss to the State (a-b).
	Rx.	£	s. d.	Rx.	Rx.	Rx.	Rx.
1885-86	...	22,263	1 6-2541241	29,271	29,271	...	29,271
1886-87	...	110,323	1 5-44108006	151,811	151,811	1,035	150,776
1887-88	...	118,252	1 4-89891317	167,943	167,943	10,465	157,478
1888-89	...	170,293	1 4-3790907	249,528	249,528	38,642	210,886
1889-90	2,049†	218,554	1 4-56598718	316,775	318,824	80,644	238,180
1890-91	...	242,661	1 6-08930408	321,951	321,951	77,762	244,189
1891-92	...	249,268	1 4-73333812	357,516	357,516	168,457	189,059
1892-93	...	253,441	1 2-98477785	405,918	405,918	152,288	253,630
1893-94	...	255,721	1 2-54664222	421,906	421,906	146,712	275,194
TOTAL	2,049	1,640,876	...	2,422,619	2,424,668	675,985	1,748,683

† Interest on overdrawn capital.

SCHEDULE I—continued.
SOUTHERN MAHRATTA RAILWAY.

YEAR.	GUARANTEED INTEREST.						Net Traffic receipts accruing to Government (b).	Loss to the State (a—b).
	Amount paid in India.	AMOUNT PAID IN ENGLAND.				Total payments in England and India (a).		
		Sterling payments.	Rate of exchange.		Equivalent in Indian currency expressed in Rx.			
	Rr.	£	s.	d.	Rx.	Rx.	Rr.	Rx.
1882-83	32,950	...	...	...	...	32,950	...	32,950
1883-84	85,396	...	...	...	...	85,396	...	85,491
1884-85	118,170	...	...	...	...	118,170	—95	118,109
1885-86	289	148,821	1	6 2541241	195,665	195,954	61	174,439
1886-87	347	153,860	1	5 44108006	211,722	212,069	21,515	155,348
1887-88	378	187,579	1	4 89891317	266,402	266,780	56,721	162,495
1888-89	288	219,271	1	4 3790907	321,296	321,584	104,285	220,742
1889-90	...	231,660	1	4 56598718	335,618	335,618	100,842	259,013
1890-91	...	239,122	1	6 08930408	317,255	317,255	76,605	196,835
1891-92	...	229,410	1	4 73333812	329,034	329,034	120,420	202,727
1892-93	...	220,704	1	2 98477785	353,485	353,485	126,307	214,078
1893-94	...	222,399	1	2 54664222	366,928	366,928	139,407	218,432
TOTAL	237,818	1,852,826	...	...	2,697,405	2,935,223	148,496	2,040,659

MYSORE STATE RAILWAY.

1886-87	...	48,000	1 5 44103006	66,051	66,051	17,258	48,793
1887-88	...	48,000	1 4 89891317	68,170	68,170	9,055	59,115
1888-89	...	48,000	1 4 3790907	70,334	70,334	11,270	59,064
1889-90	...	48,000	1 4 56598718	69,540	69,540	10,558	58,982
1890-91	...	48,000	1 6 08930408	63,684	63,684	26,322	37,362
1891-92	...	48,000	1 4 73333812	68,845	68,845	31,423	37,422
1892-93	...	48,000	1 2 98477785	76,878	76,878	52,413	24,465
1893-94	...	48,000	1 2 54664222	79,194	79,194	36,680	42,514
TOTAL	...	384,000	...	562,696	562,696	194,979	367,717

The difference between the net receipts and interest on the actual Capital expenditure incurred on the line is recovered from the Mysore Durbar, and the balance, representing interest on the unexpended balance of capital retained in its hands, is borne by the State. The amounts so recovered from the Mysore Durbar are as follows:—

Rx.			Rx.		
1886-87	.	1,584	1890-91	.	30,505
1887-88	.	24,764	1891-92	.	31,567
1888-89	.	42,768	1892-93	.	17,883
1889-90	.	49,012	1893-94	.	34,054

and deducting these amounts from the net charge for interest shown in the last column of the preceding statement, the balance will represent the charge borne by Government, as shown below:—

Rx.		
1886-87	.	47,209
1887-88	.	34,351
1888-89	.	16,296
1889-90	.	9,970
1890-91	.	6,857
1891-92	.	5,855
1892-93	.	6,582
1893-94	.	8,460
		<u>135,580</u>

SCHEDULE I—concluded.

LUCKNOW-BAREILLY.

YEAR.	INTEREST				Net Receipts.	Net charge to the State.
	On outlay incurred by Government prior to transfer to Company.	On Company's Capital.	On advances by Government.	Total.		
	Rx.	Rx.	Rx.	Rx.	Rx.	Rx.
1890-91*	5,279†	†	†	5,279	2,028	2,351
1891-92	20,438	3,928	3,511	27,877	23,205	4,672
1892-93	20,485	7,529	3,164	31,178	26,755	4,423
1893-94	20,495	7,695	4,699	32,879	28,678	4,201
	66,687	19,152	11,374	97,213	81,566	15,647

* From 1st January to 31st March 1891.

† One-fourth of interest charged for the year.

‡ Interest charged to Capital during construction.

ASSAM-BENGAL.

YEAR.	GUARANTEED INTEREST.					Net Traffic Receipts accruing to Government.	Loss to the State.
	Amount paid in India.	AMOUNT PAID IN ENGLAND.			Total payments in England and India expressed in Rx.		
		Sterling payments.	Rate of Exchange.					Equivalent in Indian currency expressed in Rx.
	Rx.	£	s.	d.	Rx.	Rx.	Rx.
1892-93	...	26,055	1	2-98477785	41,730	41,730	...
1893-94	...	47,089	1	2-54664222	77,690	77,690	...
	...	73,144	...		119,420	119,420	...

RETAIL PRICES FOR THE 1st HALF OF MAY 1895.

[illegible]

[illegible]

(a) Not stated.

† Not sold.

• Kalai.

RETAIL PRICES FOR THE 1st HALF OF MAY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

Districts.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR CUMBU (Pennisetia spicata).		MARUA OR BADI (Eleusine coracana).		KANGRI OR KAKRI, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arvensis).		MAIZE (Zea Mays).		ARHAR, OR TUR, CADIAN PEA (Cajanus indicus).		PIREMOO.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Bengal—continued.																										
Bihar, south—																										
Bongay.	16 0	16 0	25 0	25 0	10 0	10 0	15 0	14 0	18 0	15 0	...	...	...	...	12 8	12 0	21 0	20 0	...	...	17 0	16 0	160 0	160 0	10 8	10 0
Gaya.	18 0	17 0	26 8	26 0	10 0	10 0	16 0	15 0	18 0	15 0	...	...	...	...	12 8	12 4	22 0	21 0	...	...	19 0	17 0	120 0	120 0	10 8	10 8
Patna.	15 0	15 0	25 0	26 0	10 0	10 0	17 0	17 0	20 0	18 0	...	...	...	...	16 0	15 0	23 0	22 0	25 0	26 0	23 0	20 0	130 0	130 0	11 0	11 0
Shahabad.	17 0	17 0	26 0	26 0	10 0	10 0	17 12	17 12	20 0	18 0	...	...	...	...	...	...	20 0	20 0	20 0	20 0	20 0	20 0	160 0	160 0	10 8	10 0
Bihar, north—																										
Purnea.	13 8	14 0	...	...	16 0	16 0	18 0	18 0	...	...	...	...	...	...	...	...	16 0	16 0	...	...	13 0	15 0	320 0	320 0	10 12	10 0
Bhagalpur.	17 10	18 15	25 4	25 4	13 14	14 6	17 16	15 0	...	...	...	...	...	...	...	...	20 13	20 3	21 7	18 9	18 15	18 15	151 8	151 8	10 0	10 0
Darbhanga.	16 0	18 8	25 0	27 6	10 8	10 8	17 0	16 6	...	...	...	...	...	...	...	...	17 0	20 2	23 0	25 2	21 8	24 6	100 0	100 0	10 0	11 0
Muzaffargarh.	15 0	15 0	25 0	25 0	8 0	8 0	14 8	14 8	...	...	...	...	...	...	...	...	20 0	20 0	24 0	24 8	24 0	25 0	160 0	160 0	11 0	11 0
Saran.	15 0	15 0	21 0	20 0	11 0	11 0	15 8	16 0	...	...	...	...	...	...	...	...	20 0	16 0	23 0	24 0	20 8	15 0	160 0	160 0	10 8	10 8
Champan.	16 0	16 0	29 0	29 0	8 8	8 8	15 0	15 0	...	...	...	...	...	...	...	...	21 4	21 8	25 8	25 8	25 8	26 8	180 0	180 0	10 8	10 4
N.W. Provinces—																										
Mirzapur.	13 0	13 0	18 8	20 0	6 0	6 0	13 0	13 0	17 0	17 0	...	...	...	...	19 0	10 0	19 0	21 0	17 0	17 0	19 0	19 0	90 0	90 0	9 0	9 0
Benares.	14 2	14 3	18 0	18 0	7 12	7 12	15 0	15 0	19 0	16 0	...	...	...	...	12 0	12 0	18 9	18 9	19 0	18 0	19 0	19 0	160 0	160 0	9 4	9 4
Gazipur.	13 4	13 4	18 0	18 0	7 0	7 0	11 0	11 0	...	...	...	...	...	...	16 0	16 0	21 0	21 0	...	...	14 0	14 0	170 0	170 0	9 8	9 8
Jaulpur.	14 0	15 12	19 0	21 0	10 0	10 0	12 0	12 0	18 0	18 0	...	...	...	...	...	...	20 8	21 0	...	...	19 8	17 8	80 0	80 0	10 8	10 4
Allahabad.	14 12	12 8	19 0	18 12	10 0	10 0	12 0	12 0	...	...	...	...	...	...	...	...	26 0	25 8	...	...	20 0	15 0	180 0	180 0	10 0	10 0
Gonda.	14 8	15 0	24 0	24 0	8 0	8 0	11 8	11 8	20 0	24 0	...	...	...	...	...	...	26 0	25 8	...	...	20 0	15 0	180 0	180 0	10 0	10 0
Fatehpur.	14 8	14 4	21 0	20 8	8 0	8 0	11 4	11 4	...	...	...	...	...	...	...	...	24 4	24 8	...	...	17 0	16 0	140 0	140 0	10 4	10 0
Hamirpur.	18 0	17 4	24 0	23 8	8 0	8 0	11 8	11 8	22 0	22 0	...	...	...	...	18 0	18 0	24 4	24 8	...	...	19 0	18 0	160 0	160 0	11 0	11 0
Jalaun.	16 0	15 0	25 0	24 0	9 0	9 0	10 0	10 0	20 0	20 0	...	...	...	...	...	...	26 0	24 0	18 0	18 0	19 0	20 0	160 0	160 0	11 0	11 0
Cannore.	17 0	16 0	22 4	22 4	7 8	7 8	13 0	13 0	19 0	19 0	...	...	...	...	...	...	24 0	24 0	22 0	22 0	22 0	22 0	140 0	140 0	11 12	11 12
Etawah.	18 2	18 8	24 5	23 8	5 0	5 0	12 0	12 0	19 8	19 0	...	...	...	...	...	...	24 4	24 8	22 8	21 4	17 0	17 0	160 0	160 0	10 0	10 0
Faizabad.	16 0	16 0	21 12	23 0	6 8	6 8	12 4	12 4	...	...	...	...	...	...	...	...	22 8	22 8	...	...	17 0	17 11	140 0	140 0	10 0	10 0
Mau.	18 8	18 8	25 0	25 8	4 8	4 8	11 8	11 8	18 0	18 0	...	...	...	...	...	...	22 8	22 12	17 8	19 4	18 0	18 8	100 0	100 0	11 4	11 4
Mau.	20 4	20 4	27 8	27 8	6 0	6 0	11 8	11 8	...	...	...	...	...	...	...	...	19 8	19 8	...	...	18 0	18 8	130 0	130 0	11 8	11 8
Fah.	16 8	16 0	27 0	26 0	10 0	10 0	12 12	12 12	22 0	22 0	...	...	...	...	...	...	26 0	25 4	...	...	22 8	30 0	160 0	160 0	11 4	11 0
Jhansi.	16 8	16 0	27 0	26 0	10 0	10 0	12 12	12 12	22 0	22 0	...	...	...	...	...	...	26 0	25 4	...	...	22 8	30 0	160 0	160 0	11 4	11 0
Agra.	16 8	16 8	25 8	25 8	9 0	9 0	11 0	11 0	22 0	22 0	...	...	...	...	...	...	26 0	25 0	22 0	22 0	25 0	25 0	95 0	95 0	11 8	11 8
Meerut.	19 0	17 0	27 0	27 0	7 0	7 0	11 0	11 0	26 0	26 0	...	...	...	...	...	...	30 0	29 0	...	...	29 0	29 0	120 0	120 0	11 8	11 8
Aligarh.	18 8	18 8	26 4	26 4	5 4	5 4	10 8	10 8	22 8	22 8	...	...	...	...	...	...	27 8	27 8	...	...	17 0	16 8	140 0	140 0	11 8	11 12
Bulandshahr.	20 0	20 0	26 4	26 4	6 0	6 0	10 0	10 0	21 0	21 0	...	...	...	...	...	...	25 0	25 0	20 0	20 0	18 0	17 0	130 0	130 0	11 4	11 4
Sub-montane—																										
Ballia.	13 0	14 0	19 0	19 0	9 0	9 0	14 0	14 0	19 0	19 0	...	...	...	...	...	...	19 0	20 0	19 0	19 0	18 0	13 0	115 0	115 0	11 0	11 0
Azamgarh.	14 4	13 8	17 4	17 4	7 8	7 8	13 1	13 1	...	...	...	...	...	...	...	...	18 0	18 0	...	...	13 8	13 8	177 0	177 0	9 13	9 13
Gorakhpur.	12 2	12 2	18 7	18 7	10 13	10 13	13 0	13 0	...	...	...	...	...	...	...	...	17 2	17 2	16 3	17 9	13 9	13 9	160 0	160 0	9 3	9 3
Basti.	13 8	13 8	20 0	20 0	11 8	11 8	13 0	13 0	15 0	15 0	...	...	...	...	...	...	17 0	17 0	19 0	19 0	13 2	13 0	160 0	160 0	10 0	10 0
Shahjahanpur.	16 12	16 0	23 4	23 4	7 7	7 7	13 0	13 0	...	...	...	...	...	...	...	...	22 8	22 8	...	...	15 0	15 0	120 0	120 0	10 12	10 12
Budaun.	17 0	17 0	24 0	24 0	6 0	6 0	12 0	12 0	20 0	20 0	...	...	...	...	...	...	21 8	21 8	20 4	20 4	18 0	18 0	144 0	144 0	10 8	10 8
Fulbhat.	15 4	15 4	25 12	25 12	12 8	12 8	13 12	13 12	16 0	16 0	...	...	...	...	...	...	22 8	22 8	...	...	15 0	15 0	120 0	120 0	10 0	10 0

RETAIL PRICES FOR THE 1st HALF OF MAY 1895—continued.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

DISTRICTS.	WHEAT.		BARLEY.		RICE, BEST SORT.		RICE, COMMON.		JAWAR OR CHOLAM (Sorghum vulgare).		BAJRA OR CUMBO (Pennisetia spicata).		MARUA OR RAGI (Eleusine coracana).		KANKRI OR KAKRI, ITALIAN MILLET (Setaria italica).		GRAM, CHENNA, CHOLA, KADALAY OR SUNAGA (Cicer arietinum).		MAIZE (Zea Mays).		ARHAR, OR THUR, CADIAN PEA (Cajanus indicus).		FIREWOOD.		SALT.	
	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.	Present fortnight.	Past fortnight.
Punjab—																										
Faisal	21 0	23 0	34 0	37 0	...	...	12 0	12 0	27 0	31 0	23 0	25 0	...	...	16 0	15 0	34 0	36 0	...	...	...	...	100 0	100 0	10 8	11 0
Ferozepore	19 0	20 0	24 0	29 0	...	...	8 0	9 0	22 0	23 0	20 0	20 0	...	...	...	...	29 0	33 0	...	...	...	...	100 0	100 0	12 12	12 8
Montgomery	20 0	22 0	25 0	29 0	...	...	10 0	12 0	21 0	23 0	20 0	20 0	...	...	...	...	26 0	25 0	...	...	...	...	170 0	190 0	12 0	12 0
Central—																										
Gurgaon	23 0	22 0	36 0	31 0	...	...	9 0	9 0	22 0	22 0	23 0	23 0	...	...	...	...	30 0	30 0	...	...	...	...	120 0	120 0	10 0	10 0
Dehi	19 0	20 0	28 0	30 0	...	...	12 0	12 0	20 0	20 0	20 0	20 0	...	...	...	...	28 0	30 0	...	...	...	...	80 0	80 0	11 0	11 0
Rohtak	21 0	19 0	34 0	36 0	...	...	12 0	12 0	25 0	26 0	19 0	19 0	...	...	...	...	34 0	34 0	...	...	...	...	120 0	120 0	11 6	11 0
Karnal	20 0	20 0	30 0	30 0	...	...	12 0	12 0	24 0	24 0	18 0	18 0	...	...	...	...	33 0	33 0	...	...	...	...	120 0	120 0	10 8	10 8
Lahore	20 0	20 0	32 0	35 0	...	...	11 0	11 0	21 0	23 0	21 0	22 0	...	...	...	...	37 0	30 0	...	...	...	...	80 0	80 0	12 8	12 9
Submontane—																										
Aithala	22 0	21 0	32 0	30 0	...	...	11 0	11 0	24 0	24 0	20 0	20 0	...	...	...	...	33 0	30 0	...	...	...	...	120 0	120 0	12 12	12 12
Ludhiana	22 0	22 0	34 0	36 0	...	...	13 0	13 0	25 0	25 0	21 0	22 0	...	...	...	...	29 0	29 0	...	...	...	...	100 0	100 0	13 0	13 0
Jullunder	24 0	24 0	32 0	30 0	...	...	10 0	10 0	25 0	25 0	18 0	18 0	...	...	...	...	29 0	29 0	...	...	...	...	100 0	100 0	13 0	13 0
Hoshiarpur	22 0	22 0	30 0	33 0	...	...	10 0	10 0	23 0	23 0	20 0	20 0	...	...	...	...	25 0	28 0	...	...	...	...	120 0	120 0	12 8	12 8
Gurdaspur	22 0	24 0	30 0	40 0	...	...	12 0	12 0	28 0	28 0	20 0	20 0	...	...	...	...	26 0	26 0	...	...	...	...	120 0	120 0	12 0	12 0
Amritsar	22 0	21 0	39 0	29 0	...	...	11 0	11 0	20 0	23 0	24 0	26 0	...	...	...	...	28 0	30 0	...	...	...	...	100 0	100 0	12 0	12 0
Bills—																										
Simla	14 0	14 0	16 0	15 0	...	...	8 0	8 0	16 0	15 0	14 0	14 0	...	...	...	...	15 0	18 0	...	...	...	...	90 0	90 0	8 8	8 12
Kangra	14 0	14 0	24 0	20 0	...	...	12 0	12 0	16 0	16 0	14 0	14 0	...	...	...	...	18 0	17 0	...	...	...	...	120 0	120 0	10 0	10 0
North-western—																										
Sialkot	19 0	20 0	34 0	36 0	...	...	14 0	14 0	19 0	19 0	21 0	21 0	...	...	...	...	25 0	26 0	...	...	...	...	130 0	130 0	13 8	13 8
Gurdawala	22 0	22 0	41 0	41 0	...	...	14 0	13 0	28 0	28 0	25 0	25 0	...	...	...	...	29 0	29 0	...	...	...	...	110 0	110 0	13 0	13 0
Gujrat	23 0	24 0	36 0	35 0	...	...	14 0	14 0	27 0	27 0	32 0	32 0	...	...	...	...	26 0	26 0	...	...	...	...	110 0	110 0	13 0	13 0
Islam	25 0	24 0	37 0	40 0	...	...	14 0	14 0	26 0	26 0	31 0	29 0	...	...	...	...	26 0	28 0	...	...	...	...	120 0	120 0	14 0	14 0
Kashmir	25 0	24 0	37 0	37 0	...	...	13 0	12 0	23 0	23 0	31 0	29 0	...	...	...	...	26 0	28 0	...	...	...	...	120 0	120 0	14 0	14 0
Hoshiarpur	22 0	21 0	36 0	34 0	...	...	13 0	12 0	24 0	24 0	23 0	24 0	...	...	...	...	21 0	22 0	...	...	...	...	100 0	100 0	11 0	11 0
Ferozepur	22 0	22 0	37 0	37 0	...	...	13 0	12 0	24 0	24 0	23 0	24 0	...	...	...	...	21 0	22 0	...	...	...	...	100 0	100 0	11 0	11 0
Kotla	24 0	25 0	51 0	50 0	...	...	13 0	7 0	24 0	24 0	37 0	36 0	...	...	...	...	28 0	29 0	...	...	...	...	102 0	102 0	34 0	34 0
Western—																										
Shahpur	26 0	27 0	35 0	38 0	...	...	10 0	11 0	30 0	32 0	24 0	24 0	...	...	...	...	30 0	32 0	...	...	...	...	160 0	160 0	13 0	13 0
Jhang	20 0	20 0	22 0	26 0	...	...	10 0	9 0	20 0	20 0	20 0	20 0	...	...	...	...	20 0	25 0	...	...	...	...	160 0	160 0	12 0	12 0
Multan	18 0	19 0	25 0	30 0	...	...	14 0	14 0	23 0	23 0	23 0	23 0	...	...	...	...	20 0	24 0	...	...	...	...	100 0	100 0	12 4	12 4
Bannu	30 0	31 0	52 0	55 0	...	...	13 0	13 0	37 0	40 0	34 0	35 0	...	...	...	...	31 0	31 0	...	...	...	...	90 0	90 0	50 0	50 0
D. I. Khan	24 0	25 0	34 0	43 0	...	...	9 0	9 0	32 0	34 0	28 0	28 0	...	...	...	...	27 0	29 0	...	...	...	...	118 0	118 0	27 0	27 0
Muzaffargarh	19 0	20 0	30 0	30 0	...	...	17 0	17 0	23 0	23 0	20 0	20 0	...	...	...	...	22 0	22 0	...	...	...	...	140 0	140 0	11 0	11 0
D. G. Khan	18 0	18 0	28 0	30 0	...	...	8 0	8 0	28 0	31 0	28 0	25 0	...	...	...	...	20 0	21 0	...	...	...	...	125 0	125 0	17 8	17 8
Sind and Baluchistan—																										
Karachi	15 0	15 0	...	...	...	...	8 0	8 8	18 0	18 0	16 0	16 0	...	...	...	...	19 0	19 0	...	...	...	...	80 0	80 0	14 8	14 8
Hyderabad	14 0	14 8	...	...	...	...	10 0	10 0	19 0	19 0	16 0	16 8	...	...	...	...	15 0	18 0	...	...	...	...	116 0	116 0	12 8	12 8
Jhar and Pithor (Umerkot)	22 0	12 0	...	...	...	...	13 8	13 0	12 0	12 0	16 0	16 0	...	...	...	...	8 4	8 4	...	...	...	...	160 0	160 0	12 0	12 0
Sukkur (Shikarpur)	16 0	16 8	...	...	...	...	11 0	10 0	24 0	24 0	21 0	21 0	...	...	...	...	24 0	24 0	...	...	...	...	142 0	142 0	11 0	11 0
Upper Sind Frontier	16 0	16 0	...	...	...	...	10 0	10 0	28 0	28 0	23 0	23 0	...	...	...	...	24 0	24 0	...	...	...	...	160 0	160 0	11 0	11 0
Quetta	18 0	18 0	22 8	23 0	5 0	7 0	7 0	7 0	24 0	23 8	14 0	14 0	...	...	...	...	18 0	18 0	...	...	...	...	80 0	80 0	8 4	8 8

RETAIL PRICES FOR THE 1st HALF OF MAY 1895—concluded.

QUANTITIES PER RUPEE IN SERS OF 80 TOLAS.

[illegible]

* Not sold.

FINANCE AND COMMERCE DEPARTMENT,
(Statistical Branch).

J. F. FINLAY,
Secretary to the Government of India.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

The following Resolution on the subject of the confirmation of Officiating Cantonment Magistrates is published for general information :

No. 16-Judl.
965—975.

Extract from the Proceedings of the Government of India in the Home Department (Judicial),—under date Simla, the 21st June, 1895.

Read again—

The undermentioned papers on the subject of the reorganisation of the Cantonment Magistrates' Department :

- Despatch to Her Majesty's Secretary of State, No. 185 (Financial), dated the 19th July 1892.
- Despatch from the Secretary of State, No. 133 (Military), dated the 28th October 1892.
- Letter to the Government of the North-Western Provinces and Oudh, No. 875, dated the 26th July 1893.
- Resolution No. ^{9-Judicial} 774—784, dated the 18th July 1894.

RESOLUTION.

1. Officers holding the sole-charge Cantonment Magistracies entered in the list appended to the Resolution No. ^{9-Judicial} 774—784, dated the 18th July 1894, were, by the orders contained in that Resolution, formed into an Imperial service under the Government of India. It is therefore necessary to lay down a definite rule regulating the confirmation of officers officiating in the Department.

2. The Governor General in Council is accordingly pleased to direct that the claims of Officiating Cantonment Magistrates to substantive appointments shall in future be considered by the Government of India in the order in which they entered the Department, irrespective of the Province in which they are serving or in which the vacancy occurs. In accordance with this ruling, when a vacancy takes place in consequence of the death, retirement, etc., of a sole-charge Cantonment Magistrate in one Province, the vacancy will be considered as a vacancy in the Department. The officer selected to fill such vacancy will ordinarily be the officer who has had the longest officiating service in the Department, irrespective of the Province in which he has been so officiating, provided that he is considered by the Local Government under which he is serving, and by the military authorities, to be deserving of confirmation. It will not, however, follow that he will be transferred to the particular cantonment in which the vacancy has occurred. The principle enunciated in the Resolution of the 18th July 1894, that local knowledge and experience should be made use of, as far as possible, will be kept in view, and, in pursuance of this principle, it may at any time be found necessary to place the cantonment vacated in the manner referred to in charge of an officiating officer having local experience. The distribution of the officers, permanent or officiating, in the Department, who are located in a particular Province, will continue to be left to the discretion of the Local Government or Administration under which they are serving and, as was intimated in paragraph 5 of the Resolution of the 18th July 1894, the Government of India will not make transfers from one Province to another without consulting the Local Governments concerned.

ORDER.—Ordered, that this Resolution be communicated to the Local Governments and Administrations noted in the

Madras.
Bombay.
Bengal.

North-Western Provinces and Oudh.
Punjab.
Central Provinces.
Burma.

margin, and to the Foreign, Military and the Finance and Commerce Departments for information.

[True Extract.]

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on Saturday, June 15th, 1895.

During the week under review monsoon weather has appeared and spread over the greater part of the country, but the mode of advance has been hesitating and uncertain, and the commencement of the monsoon has not been marked by any of those phenomena which it has been usual to associate with the setting in of the rains. The closing days of the week were marked by unsettled weather on the West Coast, where the wind shifted to south or south-south-east, and where conditions were under the influence of a cyclonic storm, progressing north-north-westward over the Arabian Sea at some distance from the west coast of the Peninsula. With the gradual extension of rainfall over the country, there has occurred a gradual decrease of temperature. On the 9th and 10th the mean temperature of the whole of India was 2° above the normal average, but after the 10th the excess disappeared, and by the 15th the mean was $1\frac{1}{2}^{\circ}$ in defect.

Daily Summary.—Sunday.—The barometer was falling generally, but pressure was still in large excess in Northern India, and in considerable excess in Central India, the Deccan, and Burma. Winds were much lighter and more variable than usual, and on the West Coast what wind there was, was blowing from some northerly direction. The rainfall has been very scanty. Showers had occurred in Lower Burma, in the West Coast districts, in the Central Provinces, and in the Deccan. In most cases the rainfall accompanied dust and thunder storms.

Monday.—The reports showed that pressure had been steady, or had risen slightly over the southern and eastern parts of the Indian area, and had fallen in the north-west. The distribution was hence a trifle more favourable to the advance of the monsoon. Readings were highest in Tenasserim and the east of the Bay, and lowest in the Punjab. They were above the normal average, except in the extreme south. Light to moderate easterly winds prevailed up the Gangetic plain, and light unsteady winds elsewhere. There had been very little rain in the Peninsula or in North-Western India, but thunderstorms and duststorms had given rain over other parts of the country. Mymensingh had received nearly 3 inches, but the other heavyish amounts were generally between one and one-and-a-half inches.

Tuesday.—Pressure had increased over the west of the North-Western Provinces and the east of the Punjab, and had decreased elsewhere. The distribution was irregular. A shallow low pressure area overlay the western desert, while elsewhere readings were very uniform. There was a large excess of pressure over Northern India, and a slight defect over the south of the Peninsula. Easterly winds continued up the Gangetic plain, and light or moderate irregular winds elsewhere. A good deal of scattered rainfall was reported from Northern and Central India and the south of the Peninsula. The heaviest amounts between $1\frac{1}{2}$ and $2\frac{1}{2}$ inches were reported from the North-Western Himalayas and from the Deccan.

Wednesday.—Pressure had increased a little over the Punjab, and decreased in all other places. There was very little change in the general distribution, pressure being abnormally uniform throughout the Indian region. Moderate irregular winds continued to prevail. The monsoon had set in feebly along the West Coast, and rain had fallen generally in the West Coast districts, West Ceylon, Mysore, and the Deccan. At the same time dust and thunder storms continued to give rain to the Central Provinces, Central India, Rajputana, the Punjab, and the North-Western Provinces.

Thursday.—Pressure had begun to increase again in Ceylon and Malabar, but had fallen briskly in the Konkan, and a disturbance was forming off the coast

opposite Ratnagiri. Elsewhere the pressure changes were generally small. Readings were highest in Ceylon, and lowest in the Indus Valley. The winds were blowing from cyclonic directions on the West Coast, while elsewhere moderate and irregular breezes were reported. There was very little rain over North-Eastern India or on the plains of North-Western India, but elsewhere there was a good deal of scattered rainfall.

Friday.—Pressure had increased over the Peninsula, and decreased over Northern India. The increase had been very slight on the Konkan Coast, and the disturbance over the Arabian Sea was probably in the latitude of Bombay. The winds were increasing from south-south-east on the west coast of the Peninsula, but elsewhere they remained moderate or light, and rather variable. Heavy rain had fallen in Malabar, and light to moderate rain in the Konkan, while numerous thunderstorms had given a good deal of rain to other parts of the country.

Saturday.—Pressure had been steady over the south of the Peninsula, but had fallen elsewhere. The fall had been brisk in Kathiawar, and the depression off the West Coast was advancing northward. The winds had increased at the West Coast stations, and were blowing strongly from cyclonic directions. South-westerly and westerly winds prevailed in most other places, and south-easterly winds up the Gangetic plain. Rain had been fairly heavy, except in the east and centre of the Peninsula and part of North-Western India. The amounts were large on the West Coast and in parts of Bengal.

Temperature.—The temperature variations have been considerable during the week. On the first two days the mean temperature of nearly all parts of India was in excess, but on the 11th a fall of rain over part of North-Western India reduced temperature suddenly and very largely in the North-Western Provinces, and considerably in the Punjab and the central parts of the country. This fall continued and extended, so that on the 12th over the greater part of India the mean temperature was in defect. These conditions lasted until the close of the week. The following table shows the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	JUNE 1895.							Mean variation of week.
	9th	10th	11th	12th	13th	14th	15th	
	0	0	0	0	0	0	0	0
Burma	+1.6	+1.7	+3.1	+2.9	+1.8	+2.1	+2.0	+2.2
Bengal and Assam	+1.2	+1.2	+0.1	+0.7	+2.6	+2.7	+2.5	+1.6
North-Western Provinces and Oudh	+0.2	+0.7	—8.1	—5.4	—1.9	—5.4	—9.3	—4.2
Punjab	+0.9	+3.9	+1.0	—3.3	—1.1	—4.3	—5.1	—1.1
Bombay	+5.6	+4.1	+4.0	+3.0	+1.0	+0.1	—0.6	+2.5
Central Provinces and Berar	+4.1	+3.3	+0.3	—1.2	—1.2	—1.4	—1.2	+0.4
Central India and Gujarat	+1.8	+2.5	+0.4	—2.1	—0.6	—1.6	—2.8	—0.3
Sind and Rajputana	—0.2	+1.3	+0.9	—0.2	—0.2	—0.6	—1.6	—0.1
Madras	+2.6	+1.0	+2.3	—0.5	+1.2	+1.7	+2.3	+1.5
Mean for whole of India	+2.0	+2.2	+0.4	—0.7	+0.1	—0.7	—1.5	+0.3

The final line of figures shows that the mean temperature of the whole country was in excess on the 9th and 10th, normal on the 11th, 12th, 13th, and 14th, and in defect on the 15th. The provincial variations exhibit an excess of temperature in Burma, Bengal, Bombay, and Madras, normal temperature over the central parts of the country, and deficient temperature in the North-Western Provinces and the Punjab.

The returns of maximum temperature exhibit no points of particular interest.

Rainfall.—As mentioned in the earlier portion of this summary, monsoon rainfall commenced fairly generally on the 11th. Previous to that date there had been, as was the case in the preceding week, a good deal of abnormal rainfall on and near the North-Western Himalayas, and a good deal of scattered rainfall in other parts of the country, but it was not until the 11th that general rain set in. The result of the appearance of the monsoon is shown in the change which has taken place in the rainfall table given at the close. Last week there were no less than fourteen divisions which reported practically or absolutely no rain during the period, while for the present week there are only two, namely, Sind and Rajputana (West). In all the other divisions effective rainfall was received, the average actual fall ranging from 0·19 inch in the Punjab (West) to 7·71 inches in Malabar. The divisions which received the heaviest average falls after Malabar were the Konkan with 4·58 inches, Arakan with 4·45 inches, and the Punjab hill districts with 4·19 inches.

The third column of the table shows the amount of the excess or defect of the week's rainfall in inches in the different divisions. The results show, first, that the abnormal rainfall which commenced over North-Western India, both hills and plains, last week, has been maintained, and that all over the North-Western Provinces and the Punjab the actual rainfall has been moderately to largely in excess of the normal. They show also that the delay in the setting in of the rains until the middle of the week has resulted in a large deficiency of rainfall over those parts of the country, where, as a rule, the rains are firmly established before the commencement of the week under review. Thus there is a deficiency of over 9 inches in Arakan, of over 7 inches in Assam (Surma) and Tenasserim, of over 4 inches in East Bengal, and of over 3 inches in Assam (Brahmaputra), North Bengal, and Coorg. There was a slight excess of rain over the central parts of the country and the head of the Peninsula and in the Madras divisions.

The three concluding columns of the table show the state of the seasonal rainfall, that is the rainfall from June 2nd to date. The most marked features are the considerable excess over the Punjab and a large part of the North-Western Provinces, and the considerable deficiency in most other parts of the country.

The following heavy falls of rain are reported: Thaton (Amherst) 5·55 inches, Mandalay 6·79 inches, Akyab 5·68 inches, Jalpaiguri 5·53 inches, Nanpara (Bahraich) 5·77 inches, Shikohabad (Mainpuri) 5·70 inches, Man (Jhansi) 7·30 inches, Baheri (Bareilly) 5·25 inches, Bansi (Basti) 8·92 inches, Kangra 6·76 inches, Murree 5·51 inches, Badagara (Calicut) 14·28 inches, Kasaragad (Mangalore) 12·19 inches, Devala (Nilgiris) 5·21 inches, Ankola (Karwar) 10·48 inches, Sangameshwar (Ratnagiri) 9·45 inches, Kagal (Kolhapur) 7·30 inches, Nevasa (Ahmednagar) 6·52 inches, Chodvaram (Vizagapatam) 5·27 inches, Tuni (Godaveri) 6·68 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 15TH, 1895.			RAINFALL DATA FROM JUNE 2ND TO JUNE 15TH, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June and to June 15th.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	3'43	10'66	- 7'23	13'76	20'08	- 31
	Lower Burma	3'65	4'04	- 0'39	5'22	8'28	- 32
	Central Burma	1'52	3'73	- 2'21	2'88	7'80	- 63
	Upper Burma	2'12	?	?	3'20	?	?
	Arakan	4'45	14'35	- 9'90	8'52	26'65	- 68
BENGAL AND ASSAM	East Bengal	1'62	5'71	- 4'09	4'05	10'14	- 60
	Assam (Surma)	2'32	9'50	- 7'18	5'69	16'84	- 66
	Do. (Brahmaputra)	0'43	4'00	- 3'57	2'13	7'52	- 72
	Deltaic Bengal	0'83	2'66	- 1'83	2'75	5'04	- 45
	Central Bengal	0'56	2'61	- 2'05	2'21	4'53	- 51
	North Bengal	2'86	6'52	- 3'66	5'36	11'07	- 52
	Orissa	1'01	1'08	- 0'67	1'69	2'82	- 40
	Chota Nagpur	1'10	1'85	- 0'75	1'77	2'86	- 38
	Bihar (South)	0'73	1'46	- 0'73	0'89	1'85	- 52
	Do. (North)	1'53	2'26	- 0'73	1'89	3'13	- 40
NORTH-WESTERN PROVINCES AND ODDH.	North-Western Provinces (East)	1'12	0'97	+ 0'15	1'15	1'18	- 3
	Do. (Submontane) (a)	2'13	1'13	+ 1'00	2'18	1'54	+ 42
	Oudh (South)	0'98	0'80	+ 0'18	0'98	1'03	- 5
	Do. (North)	1'54	0'94	+ 0'60	2'08	1'30	+ 60
	North-Western Provinces (Central).	1'26	0'74	+ 0'52	1'28	0'92	+ 39
	North-Western Provinces (West).	0'81	0'43	+ 0'38	1'13	0'62	+ 82
	North-Western Provinces (Submontane) (b)	1'57	0'97	+ 0'60	2'64	1'42	+ 86
PUNJAB	Punjab (South)	0'22	0'17	+ 0'05	0'41	0'36	+ 14
	Do. (Central)	0'45	0'24	+ 0'21	0'50	0'46	+ 9
	Do. (Submontane)	1'14	0'36	+ 0'78	1'43	0'62	+ 131
	Do. (Hill Districts)	4'19	1'43	+ 2'76	5'22	2'31	+ 126
	Do. (North-West)	0'84	0'29	+ 0'55	1'05	0'47	+ 123
	Do. (West)	0'19	0'12	+ 0'07	0'28	0'19	+ 47
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	7'71	9'18	- 1'47	8'34	19'21	- 57
	Madras (South Central)	1'07	1'56	- 0'49	1'55	2'76	- 44
	Coorg	2'78	6'23	- 3'45	3'62	12'46	- 71
	Mysore	1'11	1'22	- 0'11	2'15	2'38	- 9
	Konkan	4'58	6'95	- 2'37	4'86	12'57	- 61
	Bombay Deccan	1'04	1'28	+ 0'36	2'66	2'95	- 10
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	2'14	1'19	+ 0'95	2'42	2'65	- 9
CENTRAL PROVINCES AND BERAR.	Berar	1'48	1'62	- 0'14	1'53	2'75	- 44
	Central Provinces (West)	1'63	1'72	- 0'09	1'70	2'73	- 38
	Ditto (Central)	2'46	1'73	+ 0'73	2'49	2'33	+ 7
	Ditto (East)	2'28	1'97	+ 0'31	2'29	2'87	- 20
BOMBAY (NORTH)	Gujarat	0'65	0'87	- 0'22	0'65	1'36	- 52
	Kathiawar	0'51	0'49	+ 0'02	0'51	0'70	- 27
	Sind	0	0'03	- 0'03	0	0'06	- 100
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	1'45	1'65	- 0'20	1'64	2'92	- 44
	Rajputana (East), Central India (West).	0'78	0'72	+ 0'06	0'98	1'37	- 29
	Rajputana (West)	0	0'51	- 0'51	0	0'72	- 100
MADRAS	East Coast (North)	1'79	1'13	+ 0'66	2'27	1'85	+ 23
	Ditto (ditto) (a)	1'75	2'36	- 0'61	3'00	4'58	- 35
	Hyderabad (South)	1'73	1'12	+ 0'61	2'31	2'00	+ 16
	Madras (Central)	1'22	0'72	+ 0'50	1'77	1'43	+ 25
	East Coast (Central)	1'07	0'64	+ 0'43	1'42	1'33	+ 7
	Ditto (South)	0'60	0'43	+ 0'17	0'64	1'02	- 37
	Madras (South)	0'30	0'27	+ 0'03	0'42	0'64	- 34

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

SIMLA, 20th June 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

B

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 15th June.*—Rainfall good on the West Coast, Circars, parts of the Deccan, and in North Arcot and the Nilgiris; moderate showers in most other districts. Ploughing and sowing are generally going on. The standing crops are generally fair. Pasture is scarce, but fodder is sufficient. Cattle are generally in good condition. Prices have slightly risen in parts of the Central and Southern districts; elsewhere prices are almost stationary.

Bombay.—*For week ending 19th June.*—Rain throughout the Presidency; more rain is required in parts of Sholapur. The standing crops are good. Preparations for the monsoon crops are progressing in parts of thirteen, and sowing in parts of seventeen, districts. Sowing is retarded in parts of Ahmednagar owing to insufficient rain. Harvesting of the early crops continues in parts of Karachi. The fodder-supply is sufficient. Agricultural stock are in good condition. Prices are normal, except in parts of Sholapur and Ahmednagar.

Bengal.—*For week ending 17th June.*—There was rain over the whole Province during the week, it has been generally very beneficial, especially in Bihar, where it was much needed. The cultivation of lands for the autumn crops and for the winter rice is in progress. The standing crops of jute, early rice, sugarcane, and indigo are generally reported promising. In Dacca the early rice is being harvested, and the manufacture of indigo has begun in Purnea. Cattle are in good condition, except in one thana of Purnea. The price of common rice continues stationary, it is below the average of the previous four years.

North-Western Provinces and Oudh.—*For week ending 19th June.*—Rain has been general during the week. The sugarcane and indigo crops have benefited by the rain. Fields are being prepared for the autumn crops, and sowing has commenced in places. Markets are well supplied. Fodder is inadequate in Fyzabad, elsewhere it is sufficient. Prices are generally stationary, but have risen slightly in seven districts.

Punjab.—*For week ending 19th June.*—Rain has fallen in all the districts, except Sialkote and Lahore. Autumn ploughings are in progress in Hissar and Umballa, and have commenced in Jullunder. Sowings have commenced in Rawalpindi, but have been completed in Mooltan. Threshing of wheat is over. The extra spring crops of cotton and sugarcane are being irrigated in Lahore. The spring crops have been harvested in Shahpur and Mooltan, and the grain is being cleaned in Rawalpindi. The condition of the autumn crop is good in Amritsar, while the extra spring crops have been improved in Dera Ismail Khan by the rain. More rain is wanted for the autumn crops in Hissar and Shahpur. The young locusts which lately appeared in one tehsil of the Dera Ismail Khan district have been destroyed. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Umballa and Shahpur, approaching normal in Sialkote, and low elsewhere.

Central Provinces.—*For week ending 19th June.*—Weather generally cloudy. Rain fell throughout the Provinces, and was very heavy at Saugor, Seoni, and Raipur. In Bilaspur also there was a fall of nearly 5 inches. Good falls of rain in Wardha, Damoh, and the Nerbudda Valley and lighter falls in other districts. Preparations of land for the autumn crop are in full swing, and sowings have commenced in some places. Prices continue steady.

Burma.—*For week ending 15th June.*—Rainfall fairly general. In Lower Burma ploughing operations are progressing in seven districts; elsewhere preparations are in hand. In Upper Burma reaping of the dry-weather paddy is nearly completed. Ploughing for and sowing of wet-weather paddy are progressing in most places. Planting of miscellaneous crops continues. Except for the destruction of the sessamum and cotton crops by insects in Lower Chindwin, and damage by floods to the dry-weather paddy in Bhamo, the standing crops are generally good. The price of paddy has fallen slightly in two districts of Lower Burma and in three districts of Upper Burma, while it has risen slightly in Katha; elsewhere prices are stationary.

Assam.—*For week ending 18th June.*—Weather hot and sultry. Sowing of the late rice seedlings continues. Tea is doing well. The condition of cattle is fair. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 19th June.*—**MYSORE:** Good rain in parts of Bangalore and Kadur; slight rain elsewhere. Crops and prospects are good. Prices have risen slightly in Kolar, Hassan, Kadur, and Shimoga.

COORG: Rainfall good. Ploughing of rice and *ragi* (*Eleusine coracana*) fields continues. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 19th June.*—**BERAR:** Weather hot and cloudy. The rainfall is sufficient for sowing operations which have commenced in five districts. Breaking up of the land is in progress. Scarcity of water and fodder prevails in Buldana and Wun. Prices are fluctuating in one district, but are otherwise steady.

HYDERABAD: Rainfall moderate. Land is being prepared for the autumn sowings. Scarcity of fodder in Aurangabad. Prices are normal.

Central India.—*For week ending 19th June.*—Rainfall general. Agricultural operations are in progress in six Agencies. Cattle are in good condition, except in Bhopal and part of Gwalior. Pasturage is good and sufficient in all Agencies, except in Gwalior where it is indifferent. Prices of food-grains are high in Goona and Bhopal, rising in Baghelkhand and parts of Gwalior, and normal elsewhere.

Rajputana.—*For week ending 19th June.*—Good rain in Abu, Sirohi, Kherwara, Kotah, and Bhurtpore; moderate rain elsewhere, except in Ulwar. Agricultural operations have commenced in parts. Crops, prospects, and agricultural stock are generally good. Fodder and pasturage are generally sufficient. Prices are fluctuating in one State, rising in four others, and steady elsewhere.

Kashmir.—*For week ending 18th June.*—**KASHMIR VALLEY:** Weather fine. Rain is wanted. The barley crop is ready for harvesting, and the crop is being reaped in some places. The wheat crops are also ripening. Reaping of oil-seeds is in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 18th June.*—Rainfall good. Rivers are swollen by floods. Ploughing for the autumn crops is in progress. Prices are normal.

Nepal.—*For week ending 15th June.*—Weather showery and cloudy. Prospects are good.

DENZIL IBBETSON, . . .

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 9TH JUNE 1894, AND FROM 1ST JANUARY TO 8TH JUNE 1895.

N.B. — As regards the figures in column Total Earnings from 1st January 1895, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 9TH JUNE 1894.				WEEK ENDING 8TH JUNE 1895.				Earnings from 1st January to 9th June 1894.	Earnings from 1st January to 8th June 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rq.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
<i>Standard gauge—</i>													
East Indian	655	1,683	10,04,623	597	1,709	10,88,311	637	2,57,59,029	2,56,68,049	...	90,980	...	
Bengal-Nagpur	189	862	1,20,332	140	862	1,36,000	158	39,47,429	40,90,564	1,43,135	...	...
Indian Midland (a)	162	752	1,32,198	176	752	89,450	119	29,04,399	24,32,113	...	4,72,286	...	
Bezwada extension	108	21	3,236	154	21	2,231	106	53,100	67,363	14,263	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	324	1,719	5,65,550	329	1,790	5,93,630	332	1,29,06,613	1,27,62,922	...	1,43,691	...	
Palanpur-Deesa	47	17	780	46	17	770	45	18,661	21,154	2,493	...	...
South Indian	143	1,042	1,59,667	153	1,042	1,87,139	180	33,00,148	38,17,677	5,17,529	...	...
Mayavaram-Mutpet	61	54	4,305	80	54	4,724	87	(c) 34,697	95,337	60,640	...	...
Southern Mahratta (d)	115	1,105	1,52,280	131	1,105	1,52,323	131	30,33,007	32,43,403	2,10,396	...	...
Bengal and North-Western (e)	162	756	1,25,502	166	756	1,36,840	181	28,45,442	29,15,464	70,022	...	...
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	15,350	71	215	13,708	64	4,62,381	4,54,443	...	7,938	...	
TOTAL	286	8,286	22,83,823	276	8,383	24,05,126	287	5,52,64,906	5,55,68,489	3,03,583	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	255	2,507	6,40,669	256	2,511	7,62,361	304	1,46,80,730	1,65,05,996	18,25,266	...	...
Oudh and Rohilkhand (state)	287	741	1,98,432	268	797	2,05,108	257	49,11,612	52,76,572	3,64,960	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	281	813	2,02,723	249	813	2,12,230	261	52,59,899	56,02,992	3,43,093	...	...
Bengal Central (g)	126	125	16,099	120	125	20,740	166	3,51,544	3,87,704	36,160	...	...
East Coast (state)	107	266	25,032	94	397	31,401	79	6,25,326	8,74,590	2,49,264	...	...
<i>Metre gauge—</i>													
Burma (state)	199	730	1,18,510	162	746	1,47,185	197	34,36,059	36,05,748	1,69,689	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	44	25	1,753	70	25	1,973	79	26,183	31,446	5,263	...	...
Cherra-Companyganj (state provincial)	60	8	484	61	8	296	37	10,946	11,471	525	...	...
TOTAL	244	5,215	12,03,702	231	5,422	13,81,354	255	2,03,02,299	2,29,96,519	26,94,220	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	596	1,490	7,40,672	497	1,490	6,43,260	432	2,12,13,404	1,78,36,080	...	33,77,324	...	
Bombay, Baroda and Central India	801	461	4,21,485	914	461	4,90,000	1,063	86,99,151	96,13,418	9,14,317	...	...
Madras	237	840	2,07,673	247	840	2,15,197	236	44,91,999	49,24,616	4,32,617	...	...
TOTAL	522	2,791	13,69,830	491	2,791	13,48,457	483	3,44,04,554	3,23,74,164	...	20,30,390	...	
TOTAL (GUARANTEED AND STATE)	313	16,292	48,57,355	298	16,596	51,34,937	309	11,89,71,759	12,02,39,172	12,67,413	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	167	161	22,312	139	161	27,975	174	6,41,153	6,65,589	24,436	...	...
Tarkessur	308	22	5,441	247	22	6,359	289	1,58,649	1,57,814	...	835	...	
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	149	67	8,632	120	66	11,861	180	2,24,123	1,70,162	...	44,961	...	
Bengal Doonars	80	32	1,937	61	36	4,340	121	48,154	69,995	21,751	...	...
Dibru-Sadiya	133	78	8,316	107	78	11,316	145	2,42,998	2,67,463	24,465	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	232	51	11,353	223	51	18,974	372	2,68,118	3,19,089	51,971	...	...
TOTAL	166	411	57,091	141	414	80,825	195	15,83,195	16,89,922	76,727	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	185	333	70,378	211	333	61,185	184	13,86,557	15,63,113	1,76,556	...	...
The Guelwar's Petlad	112	13	1,570	121	13	1,810	130	34,468	34,641	173	...	...
Rajputana-Bhatinda	192	108	29,585	274	108	23,734	220	4,19,761	6,88,122	2,68,361	...	...
Kolar Gold-fields	306	10	2,895	290	10	2,636	264	(i) 3,725	58,837	55,112	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (j)	88	362	38,146	105	362	33,767	107	7,17,990	7,58,428	37,438	...	...
The Guelwar's Malwana	98	93	10,527	113	93	6,000	65	2,12,909	1,81,585	...	31,324	...	
Kolhapur	92	29	2,244	77	29	2,538	88	62,810	56,864	...	5,946	...	
<i>Special gauge—</i>													
The Guelwar's Dabhoi	81	72	5,116	71	72	6,010	83	1,40,952	1,25,358	...	15,594	...	
Cooch Behar	30	22	744	34	22	710	32	15,057	25,552	10,502	...	...
TOTAL	130	1,042	1,61,205	135	1,042	1,43,450	138	20,93,229	24,86,507	4,93,278	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	131	334	41,278	124	334	54,922	164	10,57,632	11,02,401	44,769	...	...
Jetalsar-Rajkot	68	46	3,149	68	46	3,749	82	73,868	86,720	12,852	...	...
Jodhpur-Bikaner	75	364	24,405	67	364	19,420	53	6,37,144	5,21,989	...	1,15,155	...	
<i>Special gauge—</i>													
Morvi	75	94	10,878	116	94	9,244	98	1,63,144	1,83,229	20,085	...	...
TOTAL	97	838	79,710	95	838	87,335	194	19,31,788	18,94,339	...	37,449	...	
GRAND TOTAL	200	18,383	51,56,261	277	18,890	54,46,547	288	12,54,79,971	12,72,79,940	17,99,969	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 9th June 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khámgaon, and Amrāoti railways.

(i) Total earnings from 1st to 9th June 1894.

(j) Includes the Mysore-Nanjangud and the Yeavabpur-Mysore frontier sections.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

NO. IX OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 9TH JUNE 1894.				WEEK ENDING 8TH JUNE 1895.				Earnings from 1st April to 9th June 1894.	Earnings from 1st April to 8th June 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	Rs.	Miles.	Rs.	Rs.	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Standard gauge—													
East Indian	599	1,683	10,04,623	597	1,709	10,88,311	637	1,12,05,771	1,13,31,325	1,25,554	...	...
Bengal-Nagpur	152	862	1,20,332	140	862	1,36,000	158	15,90,132	16,14,137	24,005	...	...
Indian Midland (a)	144	752	1,32,198	176	752	89,450	119	13,50,250	10,01,687	...	3,48,563	162	
Bezwada Extension	170	21	3,236	154	21	2,231	106	26,711	26,549	...	...	...
Metro gauge—													
Rajputana-Malwa (b)	279	1,710	5,65,550	329	1,790	5,93,630	332	60,22,907	56,70,987	...	3,51,920	...	
Pālanpur-Deesa	44	17	780	40	17	770	45	8,521	9,952	1,431	...	...
South Indian	154	1,042	1,59,667	153	1,042	1,87,139	150	15,58,179	17,70,677	2,12,498	...	...
Māyavaram-Mutpet	75	54	4,305	80	54	4,724	87	(c) 34,697	47,738	13,041	...	...
Southern Mahratta (d)	105	1,105	1,52,280	131	1,105	1,52,323	131	14,87,320	15,68,116	80,796	...	...
Bengal and North-Western (e)	140	756	1,25,502	166	750	1,36,840	181	13,94,143	12,98,065	...	96,078	...	
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	15,350	71	215	13,708	64	1,09,395	1,82,435	...	16,960	...	
TOTAL	259	8,286	22,81,823	276	8,383	24,05,126	287	2,48,78,032	2,45,21,668	...	3,56,364	...	
State lines worked by the State.													
Standard gauge—													
North Western (state) (f)	252	2,507	6,40,669	256	2,511	7,62,361	304	63,53,602	75,80,130	12,26,528	...	...
Oudh and Rohilkhand (state)	270	741	1,98,432	268	797	2,05,108	257	22,86,241	21,18,237	...	1,68,004	...	
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,02,723	249	813	2,12,230	261	20,69,186	21,01,083	31,897	...	...
Bengal Central (g)	130	125	16,099	120	125	20,740	160	1,50,707	1,64,966	14,259	...	...
East Coast (state)	99	266	25,032	94	397	31,461	79	3,01,661	4,28,644	1,20,983	...	...
Metro gauge—													
Burma (state)	164	730	1,18,510	162	746	1,47,185	197	12,20,155	14,03,261	1,83,106	...	...
Special gauges—													
Jorhat (state provincial)	55	25	1,753	70	25	1,973	79	11,791	15,181	3,390	...	...
Cherra-Companyganj (state provincial)	64	8	484	61	8	296	37	4,975	3,510	...	1,465	...	
TOTAL	243	5,215	12,03,702	231	5,422	13,81,354	255	1,23,98,318	1,38,15,012	14,16,694	...	...
Lines worked by guaranteed companies.													
Standard gauge—													
Great Indian Peninsula (h)	442	1,490	7,40,672	497	1,490	6,43,260	432	89,62,081	75,96,488	...	13,65,593	...	
Bombay, Baroda and Central India	678	461	4,21,485	914	461	4,90,000	1,063	44,47,153	50,61,245	6,14,092	...	...
Madras	243	840	2,07,673	247	840	2,15,197	256	19,63,324	21,19,579	1,56,205	...	...
TOTAL	421	2,791	13,69,830	491	2,791	13,48,457	483	1,53,72,608	1,47,77,312	...	5,95,296	...	
TOTAL (GUARANTEED AND STATE).	281	16,292	48,57,355	298	16,596	51,34,937	309	5,26,48,958	5,31,13,992	4,05,034	...	...
Assisted companies.													
Standard gauge—													
Delhi-Umballa-Kalka	165	161	22,312	130	161	27,975	174	3,17,037	2,94,076	...	22,961	...	
Tarkessur	269	22	5,441	247	22	6,359	289	73,679	71,419	...	2,260	...	
Metro gauge—													
Rohilkund and Kumaon (Company's section)	122	67	8,632	129	66	11,861	180	99,622	99,833	211	...	...
Bengal Doonars	161	32	1,937	61	36	4,340	121	19,453	29,563	10,110	...	...
Dihru-Sadiya	136	78	8,316	107	78	11,316	145	1,04,532	1,09,528	4,996	...	...
Special gauge—													
Darjeeling-Himalayan	246	51	11,353	223	51	18,974	372	1,36,076	1,71,035	34,959	...	...
TOTAL	164	411	57,991	141	414	80,825	195	7,50,399	7,75,454	25,055	...	...
Lines owned by native states and worked by other agencies.													
Standard gauge—													
The Nizam's guaranteed state	187	333	70,378	211	333	61,185	184	6,59,051	6,66,305	7,254	...	...
The Gackwar's Pettād	105	13	1,570	121	13	1,810	139	17,946	17,067	...	879	...	
Rājputra-Bhātinda	271	108	29,585	274	108	23,734	220	2,04,366	2,07,552	3,186	...	...
Kolar Gold-fields	260	10	2,895	290	10	2,636	204	(i) 3,725	26,634	22,909	...	...
Metro gauge—													
Southern Mahratta (Mysore section) (j)	89	362	38,146	105	362	38,767	107	3,26,685	3,38,599	11,914	...	...
The Gackwar's Mchāna	74	93	10,527	113	93	6,060	65	93,330	82,328	...	11,002	...	
Kolhāpur	81	29	2,244	77	29	2,538	88	32,291	27,394	...	4,897	...	
Special gauges—													
The Gackwar's Dabhoi	50	72	5,116	71	72	6,010	83	68,229	73,170	4,941	...	...
Cooch Behar	45	22	744	34	22	710	32	8,396	8,199	...	197	...	
TOTAL	136	1,042	1,61,205	155	1,042	1,43,450	138	14,14,019	14,47,248	33,229	...	...
Lines owned and worked by native states.													
Metro gauge—													
Bhāvnagar-Gondal-Junāgarh-Porbandar	103	334	41,278	124	334	54,922	164	5,03,317	5,91,440	88,123	...	...
Jetalsar-Rājkot	68	46	3,149	68	46	3,749	82	35,319	61,912	6,293	...	...
Jodhpur-Bickaneer	58	364	24,405	67	364	19,420	53	2,81,311	2,20,777	...	60,534	...	
Special gauge—													
Morvi	65	94	10,878	116	94	9,244	98	77,725	98,421	20,696	...	...
TOTAL	78	838	79,710	95	838	87,335	104	8,97,672	9,52,250	54,578	...	...
GRAND TOTAL	261	18,583	51,56,261	277	18,890	54,46,547	288	5,57,11,048	5,62,88,944	5,77,896	...	...

(a) Includes the Bhopal-Itārsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 9th June 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmād, Khāmgaon, and Amrāoti railways.

(i) Total earnings from 1st to 9th June 1894.

(j) Includes the Mysore-Nanjāgud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,

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SUPPLEMENT TO
The Gazette of India.

No. 26.]

SIMLA, SATURDAY, JUNE 29, 1895.

OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

GOVERNMENT OF INDIA.

HOME DEPARTMENT.

RED SEA PILGRIM TRAFFIC.

No. ^{G-Sanitary}
172-179.

Extract from the Proceedings of the Government of India in the Home Department (Sanitary), dated Simla, the 28th June 1895.

RESOLUTION.

IN the beginning of 1894 an International Sanitary Conference was convened at Paris to consider especially the best means of preventing the spread of cholera westwards by way of the Red Sea and Persian Gulf. The British Government accepted an invitation to join in its deliberations and a Convention drawn up by the Conference in April 1894 was accepted by Her Majesty's Government, with reservations upon three points (to be mentioned below). The agreement is binding for five years, and is to be renewed unless notice of withdrawal is given six months before the end of that period.

As the provisions of the Convention were intended directly to affect the pilgrim traffic by sea between British India and Arabia, it became necessary to consider what amendments should be made in the law by which that traffic is at present controlled. The Government of India have been in communication with Her Majesty's Secretary of State and the Local Maritime Governments as to the best way of giving effect to these provisions, some of which introduce considerable changes into the existing arrangements. It has eventually been decided that the course which may most conveniently be adopted in all the circumstances of the case, is to remove from the operation of the Native Passenger Ships Act, 1887, vessels engaged in the pilgrim traffic and to provide for them separately. A Bill drawn with that object is about to be

introduced in the Council of the Governor General for making Laws and Regulations, and rules aimed at carrying out all needed changes in the regulations are now being prepared and are intended to be brought into force under and simultaneously with the new law. Meanwhile the Governor General in Council is desirous of taking this opportunity of placing before the public as early as possible full information regarding the impending changes, which are in some respects of considerable importance, and which will it is expected be in force in time to regulate the pilgrimage to the Hajj of the year 1896.

2. The following are the matters in which changes have to be made by legislation :—

(i) *The definition of a "pilgrim ship."*

By section 5 (2) of the Native Passenger Ships Act, 1887, a passenger on a ship to which that Act applies is defined to be "a native of Asia or Africa of the age of twelve years or upwards, who is not on the articles of the ship as one of the crew," but the term does not include either a passenger in attendance on a person other than a native of Asia or Africa, or a child under one year, of age, and in the computation of passengers for any of the purposes of the Act, two persons of the age of one year or upwards and under the age of 12 are reckoned as one passenger. The Act does not apply to any steam-ship not carrying as passengers more than 60 natives of Asia or Africa (or any less number down to 30 which may be fixed by the Local Government, with the previous sanction of the Governor General in Council, as the minimum). In accordance with the terms of the Convention every individual, of whatever age, will be reckoned as a pilgrim in the proposed Bill, the provisions of which will be made applicable to all vessels carrying pilgrims, subject to the proviso that no vessel is to be reckoned as a pilgrim ship which, besides its ordinary passengers, among whom may be included pilgrims of the superior classes, embarks pilgrims of the lowest class in a smaller proportion than one pilgrim to 100 gross tonnage.

The object of the Conference, in extending the scope of the regulations to vessels to which they do not now apply, was to prevent pilgrims from being carried in ill-found craft, the sanitary arrangements on which might be insufficient or incomplete.

(ii) *Notice of sailing.*

By section 7 (ii) of the Native Passenger Ships Act, 1887, the master, owner, or agent of a ship is required to give not less than 24 hours' notice of his intention to sail. The Conference determined that in the case of a pilgrim ship the interval should be extended to three days, and the Bill will contain a provision modified accordingly.

(iii) *The upper deck.*

The Convention provides that the deck must, during the voyage, remain clear of all encumbering articles and be reserved day and night for the persons embarked, and placed gratuitously at their disposal.

A provision to this effect will be embodied in the Bill.

(iv) *Hospital accommodation.*

The Conference determined that there should be hospital accommodation for 5 per cent. of the pilgrims at 3 square metres (32 square feet) per head. This is considerably in excess of the present allowance. The necessary provision will be included in the Bill.

(v) *Medical inspection previous to embarkation.*

The Conference attached considerable importance to this matter. In addressing the Local Maritime Governments on the subject in October last, the Government of India expressed their opinion that the practice of allowing pilgrims to go on board before inspection is open to serious objection, as it opens the way to the introduction on board a pilgrim vessel of infectious or contagious diseases by persons suffering from them. The Local Governments agree in this view, though there are some practical difficulties which will have to be met. Provision

will accordingly be made in the Bill in order to give effect to the decisions of the Conference that the medical examination should take place on land immediately before embarkation and that articles contaminated by persons who have suffered from cholera or choleraic diarrhoea should not be taken on board until disinfected, nor persons suffering from those diseases permitted to embark.

(vi) *Sanitary taxes at Camaran and Jeddah.*

It is provided in the Convention that the Master of a pilgrim vessel must pay the whole amount of the sanitary taxes at the ports visited and it is suggested that the amount of them might be included in the price of the ticket. The Bill will contain a provision requiring the Master to pay these fees.

This decision was adopted by the Conference because of complaints made by the Turkish authorities that Indian pilgrims often fail to pay any fees at all, and the members of the Conference felt that, unless help is given to the local authorities in realizing the proper fees, it will be less easy to press for the carrying out of local sanitary reforms the cost of which is, or should be, partly defrayable from the fees collected from pilgrims.

It is necessary here to explain that the immediate adoption of this provision presents difficulties, owing to the fact that the Turkish Government did not agree to the conditions on which the retention of Camaran as a quarantine station was assented to by the British delegates at the Conference. Those conditions were that vessels should be subjected to differential treatment

Indemnes—are vessels on which no case of cholera has occurred either at the port of departure or on the voyage.

Suspects—are vessels on which there has been cholera but no fresh case within seven days before arrival at Camaran.

Infectés—are vessels on which fresh cases of cholera have occurred within seven days of arrival at Camaran.

according as they were declared, after medical inspection, to be *indemnes*, *suspects*, or *infectés*. If of the first class, pilgrim ships were to be detained for 48 hours only at Camaran; if *suspects* they were to be detained 48 hours and to undergo a second medical inspection at Jeddah; and if *infectés* they were to be detained at Camaran for five days from arrival, or from the occurrence of the last case, and to undergo a second medical inspection at Jeddah. The past practice has been for all pilgrims on vessels coming from Indian ports to be detained for ten days on shore at Camaran; if cholera or choleraic diarrhoea exists on board or breaks out during quarantine, they are detained for longer periods. It is impossible for the Government of India to declare finally what sum will have to be added on account of sanitary dues to the cost of a ticket for the voyage to Jeddah; but according to the figures supplied by the Turkish Consul-General at Bombay, about Rs. 12-8 may be taken to be the present minimum cost per pilgrim in respect of the sanitary taxes for a stay of ten days at Camaran, besides a charge of nearly Rs. 2 at Jeddah.

As the Turkish delegates at the Paris Conference announced that they would agree to the abolition of the requirement that every ship from India should be detained for ten days if the periods of detention proposed, as mentioned above, were raised to three days for *indemnes*, five days for *suspects*, and ten days for *infectés*, the Government of India have requested Her Majesty's Government to address the Porte with the suggestion that the rules which the Turkish delegates were prepared to accept may be adopted for the future. If this is effected, there will be a very considerable reduction in the amount of the sanitary taxes to be paid for with the price of the steamer ticket.

The Government of India, recognizing that a rigid rule requiring the prepayment of sanitary dues by every pilgrim may operate with hardship in the case of poor pilgrims, who it appears from the reports of the Turkish authorities are at present excused the sanitary fees when they are unable to pay them, have decided to suggest for the consideration of the Porte that really needy pilgrims might be excused from payment of the sanitary taxes in addition to the steamer fare if they are granted passes signed by a District Officer or Political Officer on the advice of respectable Muhammadan residents of the neighbourhood in which they live, and countersigned by a Turkish Consul in India certifying that their pecuniary position justifies their exemption. It appears to the Governor General in Council that such a measure would afford effectual relief in the case of poor Muhammadans resident in India, and His Excellency in Council trusts that it may be found possible to carry it into effect.

(vii) *A second medical officer on board.*

The Convention requires every vessel embarking 100 pilgrims or more to have on board a duly qualified medical officer, and a second such officer when the

number of pilgrims exceeds 1,000. The first provision is in accordance with the present law; but though under the provision for the increase of space for each pilgrim (see paragraph 3 (a) below) it is unlikely that many steamers will carry more than 1,000 pilgrims, it is necessary to give effect to the Convention in this respect. This requirement will be entered in the Bill. The qualifications which these medical officers must possess will be set forth in the rules.

(viii) *Abandonment of the call at Aden on the journey from the Red Sea to India.*

The Government of India, with the acquiescence of the Government of Bombay, have decided that the present compulsory call at Aden on the return journey to India is unnecessary and inconvenient in many cases. The Bill which is about to be introduced will contain the requisite provision which is not necessary to carry out the terms of the Convention, but it is in no way opposed thereto. The present requirement that every pilgrim ship from India must call at Aden, and shall not leave that port for the Red Sea without a clean bill of health, will be retained.

3. The chief points in the existing rules under the Native Passenger Ships Act, in respect of which changes have been rendered necessary by the terms of the Convention, are the following:—

(a) *Increase in the space for each pilgrim.*

This is the most important point in the Convention, as it will involve a considerable increase in the cost of the journey by steamer. As the law stands (section 21 of Act X of 1887), the allowance in the between decks for a steamer passenger on a long voyage (of 5 days or over) is a space of at least 9 superficial and 54 cubic feet; two children under 12 years of age, and not under one, counting as one pilgrim, and children under the age of one year not counting. By section 56 of the Act, the Governor General in Council has power to prescribe in the case of any class of ships other provisions as regards superficial or cubic space to be available for passengers.

The Convention provides for two square metres ($21\frac{1}{2}$ square feet) for each pilgrim of whatever age. This is one of the points upon which the British Government made a reservation. Her Majesty's Government has, however, intimated to the French Government that a minimum standard of $1\frac{1}{2}$ square metres (16 square feet) for every pilgrim of whatever age will be prescribed on all Indian pilgrim ships, and the Bill will be drawn in such a manner as to enable the Governor General in Council to give effect thereto. This decision was arrived at as some increase of space was dictated by the best sanitary authorities and by the voice of all the European Powers, including the Porte, who are interested in the matter, though it is recognized that the additional space will cause increase in the cost of steamer tickets to the pilgrims.

(b) *Water.*

In accordance with the Convention, the allowance of a gallon of drinking-water a day will be made for every pilgrim of whatever age, instead of to each pilgrim of 12 years of age and over (children not over 12 years, but not under one, counting as one pilgrim and children under one year of age not counting at all) as under the present rule.

(c) *Disinfecting stove.*

The new rules will provide for a disinfecting stove on board ship to purify the clothes and effects of pilgrims who have suffered from cholera or choleraic diarrhoea. Provisions will also be made regarding the method of disinfecting.

(d) *Latrines.*

The Government of India will take this opportunity to raise the number of seats from the rate of two to that of four for every hundred pilgrims, in accordance with the recommendation of the Committee which enquired into the working of the Native Passenger Ships Act in 1890. Provision will also be made for a staff of sweepers at the rate of two for every hundred pilgrims. Further provisions will be added for the better cleansing and disinfecting of the latrines.

(e) *Pilgrims' luggage.*

The Convention provides that pilgrims' heavy luggage must be registered, numbered and deposited in the hold, and that pilgrims are to be allowed to keep with them only such articles as are absolutely necessary (not to exceed a maund in weight for each pilgrim). A rule will be framed to carry this provision into effect.

(f) Daily medical inspection on board.

One of the terms of the Convention requires that when there are cases of cholera in port, pilgrims shall not be embarked until after they have been collected and subjected for five days to an observation which will admit of an assurance that none of them are affected with cholera. It was however agreed on the representation of the British delegates, that this observation could be practised on board ship between the time of departure from India and the call at Aden. A rule will be framed to provide for this.

(g) Second medical inspection before departure from India.

A reference was made to the Local Governments on a suggestion put forward by Her Majesty's Secretary of State as to the desirability of adding a second medical inspection of pilgrims on board just before a steamer weighs anchor. The Governor General in Council proposes to make a rule to the effect that in cases where a pilgrim ship may be detained in harbour for more than 48 hours after the embarkation of the pilgrims, and there is reason to suspect that smallpox, cholera, yellow fever or plague may have attacked some of the pilgrims, a second medical inspection shall be made by a competent medical officer.

4. The reservations made by Her Majesty's Government from the terms of the Convention were, as noticed above, upon three points. One of these as regards space has already been mentioned in paragraph 3 (a) *supra*. The second reservation was regarding arrangements in the Persian Gulf, and does not call for notice here. The third was as to a provision of the Convention requiring that all pilgrims must have ample funds in their possession before they are allowed to embark. The British Government, acting on the previously declared views of the Government of India who have always desired to facilitate the pilgrimage to the Hedjaz as much as possible, felt that this restriction upon the religious liberty of Muhammadan subjects of Her Majesty was not justifiable, and declined to accede to it.

5. It will be observed that the changes in the regulation of the pilgrim traffic between India and Arabia which are necessitated by the Paris Convention made between the chief European powers have for their object the amelioration of the conditions under which Muhammadans perform their journey to and from the Hedjaz. At the same time it is fully recognized both by Her Majesty's Government and by the Government of India that some of these changes, especially that as regards space, will add very materially to the cost of the sea voyage. The Governor General in Council is therefore glad to be able to intimate that the British Government have undertaken to lose no opportunity of pressing upon the Turkish Government—and, if requested, they will lend skilled officers to assist His Majesty the Sultan's Government in fulfilling—the duty of remedying the condition of affairs at Camaran in the manner indicated by the Paris Convention, and of improving the sanitary administration at Jeddah and Mecca in the way proposed by the Sanitary Council of Constantinople and the able officers who have from time to time reported to the Porte on the requirements of the situation. The Governor General in Council also wishes to assure the Muhammadan community that he is most anxious, whilst taking measures to bring about improvements in the conditions of both the sea and the land journeys to Mecca to impose no additional expense of an unnecessary nature, and he is also not without hope that it may be found possible to induce the Turkish Government to lessen the time for which Indian pilgrims are placed in quarantine at Camaran, and thereby to reduce the sanitary taxes which will have to be recovered from pilgrims, and also to exempt really needy pilgrims from payment of these dues.

6. It is proposed that the provisions of the Bill and the new rules shall come into force on the 1st October 1895, so as to apply to the pilgrimage which will take place in the spring of 1896. Local Governments and Administrations are requested to make the contents of this Resolution generally known as soon as possible.

ORDER.—Ordered, that a copy of this Resolution be published in the *Gazette of India*, and that copies be forwarded to the Governments of Madras, Bombay, Bengal, and the Chief Commissioner of Burma and to the Foreign, Finance and Commerce and Legislative Departments, for information.

[True Extract.]

J. P. HEWETT,

Offg. Secretary to the Government of India.

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weather Review of India for the Week ending at 8 a.m. on
Saturday, June 22nd, 1895.

The weather has been unsettled over a large part of the country during the week under review, and, though rain has occurred at a large number of stations, the weather was not of the simple monsoon type. A deepish cyclonic storm passed along the North Bombay, the Kathiawar, and the Sind Coasts between the 16th and 19th, during which period heavy rain and strong winds and gales were experienced at the West Coast stations. On the 18th a cyclonic storm appeared at the head of the Bay, and advancing westward, occasioned heavy rain over the Central Provinces, and finally on the 21st a third depression appeared, this time over Lower Bengal, and gave heavy rain to South-West Bengal and Orissa. It will be observed that the centre and east of the Peninsula as well as the north-west of India were practically out of the influence of these depressions, and the returns show that these regions had relatively little rain during the week. The mean temperature of the whole of India has been below the normal average throughout the week, but in Sind, Rajputana, the Punjab, Bengal, and Burma the mean temperature on some days was excessive.

Daily Summary.—Sunday.—Pressure was decreasing almost everywhere. The fall was rapid in Kathiawar, and the cyclonic storm noticed in last week's summary was progressing north-westward, and had its centre to the west of Veraval. Pressure was highest in Malabar and Ceylon, and moderate gradients prevailed over Western and Southern India, while readings were abnormally uniform in the east and north. Strong cyclonic winds and gales prevailed on the Bombay coasts. Moderate to light winds prevailed elsewhere. The changes of temperature were unimportant. Rain had fallen more or less generally over the west of the Peninsula, and a large part of Central and North-Eastern India, as well as on the North-Western Himalayas.

Monday.—The centre of the cyclonic storm in the Arabian Sea lay to the west of the Runn of Cutch, the storm having advanced north-westward. Pressure was becoming more uniform, and the isobaric lines wider apart over the Bay, but in other respects the distribution was little changed. Strong winds and gales continued to blow on the Bombay coasts, while light or moderate winds were reported elsewhere. At the head of the Bay the directions were irregularly cyclonic. Temperature had changed very little. Rain had fallen generally along the West Coast, and there had been a good deal of scattered rainfall in the centre and north of India and in Burma.

Tuesday.—The cyclonic storm in the Arabian Sea had continued to move north-westward, and pressure had increased over nearly the whole of Northern India. But, while the Arabian Sea cyclonic storm was moving away, a new storm was developing over the head of the Bay. The winds were cyclonic on the north Bombay coasts and around the head of the Bay, while elsewhere the directions were fairly normal. The mean temperature was considerably to largely below the normal in the North-Western Provinces and the Punjab. Rain had again fallen generally over the west of the Peninsula, and as scattered showers elsewhere.

Wednesday.—The storm off the West coast had disappeared, though pressure remained low over Kathiawar. The principal area of defective pressure was, however, over South-West Bengal and the east of the Central Provinces, where a slight but well defined cyclonic storm existed. The wind was cyclonic around the head of the Bay, but elsewhere the winds blew from the normal monsoon directions. The mean temperature was in considerable defect in the North-Western Provinces, and in considerable excess in Sind and Rajputana. The rainfall was general, except in South Madras and North-Western India.

Thursday.—The cyclonic storm from Orissa had advanced west-north-westward, and was central near Jubbulpore. Pressure was highest in Ceylon, and gradients were steep, except over North-Western India. The winds were little changed, except that the cyclonic circulation had progressed westward. The

mean temperature was still in excess in Sind and Rajputana, and in defect elsewhere. There was little rain over the whole of North-Western India, and very little over the Madras coast districts.

Friday.—Three depressions were shown over India on this day. One over Sind, a second near Neemuch, and a third over Lower Bengal. Pressure remained highest over Ceylon, and gradients were still rather steep. The wind directions were irregular in the neighbourhoods of the depressions, but were about normal elsewhere. The mean temperature remained high in Sind and Rajputana, but was low, or very low elsewhere. There had again been very little rain in Upper India and Madras, and general rain elsewhere.

Saturday.—The central depression had apparently moved westward, and coalesced with the Sind depression, while the low pressure over Bengal had hardly moved. Pressure had increased generally, more in the north than the south, and gradients were slighter. Winds were practically unchanged. Temperature had fallen fast in Sind and Rajputana, and the mean was below the normal almost everywhere. There was again little or no rain in Madras and Upper India (except the hills), and moderate scattered rain elsewhere.

Temperature.—There have been very strong contrasts of temperature in different parts of the country during the past week. These contrasts were, on the whole, most marked over North-Western India, though they were shown over North-Eastern India also. On the 18th the mean temperature at Rawalpindi was twelve degrees below, and that at Kurrachee eight degrees above the normal, on the 19th the abnormalities were -7.4° at Agra and $+4.5^{\circ}$ at Ajmere, on the 20th $+7.0^{\circ}$ at Silchar and -4.8° at Burdwan, on the 21st $+8.4^{\circ}$ at Hyderabad (Sind) and -7.8° at Neemuch, &c. These large local variations of temperature were due to variations in the amount of rainfall. The mean temperature of the whole of India was below the average on each day of the week, the abnormal deficiency ranging from only 0.5° on the 19th to 2.1° on the 21st. The following table shows the variations of the mean temperature from the normal in the different provinces of India for each day of the week:

PROVINCE.	JUNE 1895.							Mean variation of week.
	16th	17th	18th	19th	20th	21st	22nd	
	0	0	0	0	0	0	0	0
Burma	+2.4	+2.1	+1.0	-0.6	-2.2	-0.3	+0.1	+0.4
Bengal and Assam	+0.2	+0.5	+0.2	+1.1	-1.0	-1.2	-0.8	-0.1
North-Western Provinces and Oudh	-5.9	-6.6	-4.4	-4.9	-3.2	-3.9	-4.3	-4.7
Punjab	-4.5	-4.1	-7.4	-2.2	+0.2	-0.1	+0.5	-2.5
Bombay	-1.2	-1.1	+0.1	-0.5	-3.3	-3.4	-1.7	-1.6
Central Provinces and Berar	-2.2	-1.6	-0.3	-1.4	-3.3	-7.4	-4.9	-3.0
Central India and Gujarat	-2.8	-1.4	-1.0	+1.5	+0.5	-4.2	-5.6	-1.9
Sind and Rajputana	0	+1.1	+4.8	+4.4	+4.3	+4.0	-0.7	+2.6
Madras	+2.1	+1.3	+0.9	-1.8	-5.3	-2.4	+0.4	-0.7
Mean for whole of India	-1.3	-1.1	-0.7	-0.5	-1.5	-2.1	-1.9	-1.3

The provincial variations show that the mean temperature was about normal in Burma, Bengal, and Madras, in moderate excess in Sind and Rajputana, and in defect in all other provinces. The deficiency was greatest in the North-Western Provinces and Central Provinces.

Rain.—During the week under review only two divisions, *vis.*, Rajputana (West) and the East Coast (South) had actually or practically no rain throughout. In all other parts of the country effective rainfall was received. Much of the rainfall was due to the cyclonic storm which passed up the West coast, and to

those storms which appeared in the Bay and Bengal, and passed westward across the country, consequently the incidence of the rainfall was irregular, some divisions receiving a large excess, while other divisions at no great distance had a deficiency, or only a trifling excess of rainfall. The average actual rainfall was heaviest in Coorg, where 21·38 inches was received; this was followed by 16·31 inches in Malabar, by 15·53 inches in the Konkan, and by 8·19 inches in Tenasserim. In normal years the rainfall of the present week is heaviest in Arakan (13·69 inches), Assam (Surma) (10·29 inches), Tenasserim (8·77 inches), and finally Malabar (7·79 inches). This difference in the distribution shows the influence of the Arabian Sea cyclone on the rainfall of the West Coast. The third column of the concluding table shows that the week's rainfall was in excess of the normal in thirty, and in defect in twenty-one of the divisions. The regions of excess included Lower and Central Burma, Deltaic Bengal, Orissa, Chota Nagpur, Bihar (South), the North-Western Provinces (East and Submontane), the Punjab (South, North-West and West), all the divisions in the west of the Peninsula, all the central divisions, Gujarat, Kathiawar and Sind, the East Coast (North and Central), and Madras (South). In all the remaining divisions the rainfall was in defect. The deficiency was large in Arakan, East Bengal, and Assam, (Surma), while the excess was large in Malabar, Coorg, the Konkan, and the Central Provinces (West).

The three concluding columns of the table show the state of the seasonal rainfall, *i.e.*, the actual and normal rainfall for the period, June 2nd to June 22nd. They exhibit a deficiency all over Burma and North-Eastern India, an irregular distribution over the east of the Peninsula, and an excess over North-Western, Western, and Central India. The relative excess is greatest in parts of the Punjab, while the deficiency is greatest in Arakan, East Bengal, and Assam.

The following are the principal large totals recorded for the week ending on the 22nd: Kyaikto (Shwegyin) 10·71 inches, Cherrapunji 6·83 inches, Contai (Howrah) 8·08 inches, Balasore 9·20 inches, Dinapur 7·08 inches, Khalilabad (Basti) 9·35 inches, Montgomery 4·43 inches, Vayitri (Calicut) 38·09 inches, Naduvatam (Nilgiris) 21·20 inches, Veerajpett (Coorg) 22·87 inches, Nagar (Mysore) 20·35 inches, Dapoli (Ratnagiri) 24·25 inches, Bawda (Kolhapur) 27·21 inches, Harda (Hoshangabad) 13·13 inches, Godhra 8·30 inches, Ashta (Bhopal) 9·39 inches, Parvatipur (Vizagapatam) 7·42 inches, Tinkasi (Tinnevely) 4·29 inches.

PROVINCE.	DIVISION.	RAINFALL DATA FOR WEEK ENDING JUNE 22ND, 1895.			RAINFALL DATA FROM JUNE 2ND TO JUNE 22ND, 1895.		
		Average actual rainfall of division.	Average normal rainfall of division.	Excess or defect in inches.	Average actual rainfall of season to date.	Average nor- mal rainfall, June and to June 22nd.	Excess or de- fect of (sea- sonal) rain- fall expressed as a per- centage.
		Inches.	Inches.	Inches.	Inches.	Inches.	Per cent.
BURMA	Tenasserim	8.19	8.77	— 0.58	21.95	28.85	— 24
	Lower Burma	7.76	4.17	+ 3.59	12.62	12.89	— 2
	Central Burma	3.51	3.41	+ 0.10	6.39	11.21	— 43
	Upper Burma	1.34	?	?	4.67	?	?
	Arakan	6.29	13.69	— 7.40	14.46	40.34	— 64
BENGAL AND ASSAM	East Bengal	2.19	5.05	— 2.86	6.23	15.19	— 59
	Assam (Surma)	3.76	10.20	— 6.53	9.45	27.12	— 65
	Do. (Brahmaputra)	2.69	3.56	— 0.87	4.81	11.08	— 57
	Deltaic Bengal	3.17	2.89	+ 0.28	5.92	7.93	— 25
	Central Bengal	2.67	2.97	— 0.30	4.88	7.50	— 35
	North Bengal	3.78	6.75	— 2.97	9.13	17.82	— 41
	Orissa	4.25	2.36	+ 1.89	5.94	5.18	+ 15
	Chota Nagpur	3.92	2.56	+ 1.36	5.69	5.42	+ 5
	Bihar (South)	2.02	1.77	+ 0.25	2.91	3.62	— 20
	Do. (North)	2.43	2.78	— 0.35	4.32	5.91	— 27
NORTH-WESTERN PROVINCES AND OUDH.	North-Western Provinces (East)	1.61	1.18	+ 0.43	2.76	2.36	+ 17
	Do. (Submontane) (a)	2.35	1.48	+ 0.87	4.53	3.02	+ 50
	Oudh (South)	0.91	1.19	— 0.28	1.86	2.21	— 14
	Do. (North)	1.28	1.40	— 0.12	3.36	2.70	+ 24
	North-Western Provinces (Central)	0.95	0.98	— 0.03	2.23	1.89	+ 28
	North-Western Provinces (West)	0.63	0.74	— 0.11	1.69	1.36	+ 24
	North-Western Provinces (Submontane) (b)	1.01	1.32	— 0.31	3.66	2.75	+ 33
PUNJAB	Punjab (South)	1.45	0.52	+ 0.93	1.86	0.88	+ 100
	Do. (Central)	0.27	0.71	— 0.44	0.77	1.17	— 34
	Do. (Submontane)	0.43	0.84	— 0.41	1.86	1.46	+ 27
	Do. (Hill Districts)	1.50	2.26	— 0.76	6.72	4.57	+ 47
	Do. (North-West)	0.52	0.42	+ 0.10	1.63	0.89	+ 83
	Do. (West)	0.33	0.19	+ 0.14	0.61	0.38	+ 61
BOMBAY AND MALA- BAR COAST DIS- TRICTS (MADRAS).	Malabar	16.31	7.79	+ 8.52	24.64	27.00	— 8
	Madras (South Central)	3.50	1.01	+ 2.49	5.94	3.77	+ 34
	Coorg	21.38	6.23	+ 15.15	25.00	18.69	+ 34
	Mysore	2.32	0.97	+ 1.35	4.48	3.35	+ 34
	Konkan	15.53	6.09	+ 9.44	20.40	18.66	+ 9
	Bombay Deccan	2.34	0.89	+ 1.45	5.01	3.84	+ 31
	Hyderabad (North) . . . . .	...	...	...	...	...	...
	Khandesh	2.28	0.85	+ 1.43	4.70	3.50	+ 34
CENTRAL PROVINCES AND BERAR.	Berar	2.38	1.95	+ 0.43	3.91	4.69	— 17
	Central Provinces (West)	5.32	2.19	+ 3.13	7.02	4.01	+ 43
	Ditto (Central)	4.54	2.69	+ 1.85	7.03	5.02	+ 40
	Ditto (East)	4.23	2.70	+ 1.53	6.52	5.57	+ 17
BOMBAY (NORTH)	Gujarat	3.35	1.72	+ 1.63	4.00	3.58	+ 30
	Kathiawar	0.96	0.95	+ 0.01	1.47	1.64	— 10
	Sind	0.20	0.05	+ 0.15	0.20	0.11	+ 82
RAJPUTANA AND CEN- TRAL INDIA.	Central India (East)	3.50	1.79	+ 1.71	5.14	4.71	+ 9
	Rajputana (East), Central India (West)	0.86	0.92	— 0.06	1.84	2.29	— 19
	Rajputana (West)	0	0.50	— 0.50	0	1.22	— 100
MADRAS	East Coast (North)	2.27	1.30	+ 0.97	4.54	3.14	+ 45
	Ditto (ditto) (a)	2.00	1.76	+ 1.14	5.90	6.34	— 7
	Hyderabad (South)	0.84	1.19	— 0.35	3.15	3.19	— 1
	Madras (Central)	0.19	0.46	— 0.27	1.96	1.88	+ 4
	East Coast (Central)	1.11	0.69	+ 0.42	2.53	2.01	+ 26
	Ditto (South)	0.03	0.39	— 0.36	0.67	1.41	— 53
	Madras (South)	0.29	0.18	+ 0.11	0.71	0.82	— 13

W. L. DALLAS,

Asst. Meteorological Reporter to the
Government of India.

SIMLA, 27th June 1895.

DENZIL IBBETSON,

Offg. Secretary to the Government of India.

C

GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

Weekly Report on the state of the Season and Prospects of the Crops.

Madras.—*For week ending 22nd June.*—Rainfall heavy on the West Coast, good in the Circars, Coimbatore, and Nilgiris; light rain elsewhere. Cultivation and sowing are generally proceeding. The standing crops are good generally. Pasture is improving, and fodder is sufficient. The condition of cattle is generally good. Prices are rising in North and South Arcot, Tanjore, and Salem, but are stationary elsewhere.

Bombay.—*For week ending 26th June.*—Rain throughout the Presidency, but more rain is required in parts of Sholapur. The standing crops are good. Preparations for the monsoon crops are progressing in parts of twelve districts. Sowing is general, but has been retarded in parts of Poona and Dharwar owing to deficiency or excess of rain. The fodder-supply is sufficient. Agricultural stock in good condition. Prices are normal, except in parts of Ahmednagar and Sholapur.

Bengal.—*For week ending 24th June.*—Monsoon conditions prevailed all over the Province. In Burdwan, Midnapore, Cuttack, Patna, and in the Central districts there was fairly heavy rain. Agricultural prospects are favourable, but in some districts more rain is required. Jute, early rice, indigo, and sugarcane are doing well. The autumn crops and winter rice are being sown, and in some districts the transplanting of the seedlings has begun. The price of common rice continues almost stationary.

North-Western Provinces and Oudh.—*For week ending 26th June.*—Rain has been general during the week. Ploughings for and sowings of the autumn crops are progressing everywhere. The sugarcane crop is reported to have been damaged by insects in Meerut. Markets are well supplied, and fodder is sufficient. Prices show a tendency to rise in eight districts, and are fluctuating elsewhere.

Punjab.—*For week ending 26th June.*—Rain has fallen in all districts, except Sialkot and Peshawar. Weeding of the extra spring crops has commenced in Jullundur. Ploughings for the autumn crops are in progress in Delhi and Lahore. Sowings are progressing in Hissar, Umballa, and Rawal Pindi, and have been finished in Mooltan. Rain is wanted for the sowings in Hissar, Sialkot, Shahpur, and Lahore. The spring crops have almost been harvested in Mooltan, and cleaned in Rawal Pindi. The autumn prospects are average in Rawal Pindi. The condition of the standing crops are good in Peshawar. The condition of the extra spring crops in Dera Ismail Khan and of the autumn crops in Amritsar is good. The crops are also promising in Sialkot. Cattle are generally in good condition, and fodder is sufficient in all districts, except in parts of Dera Ismail Khan. Prices are rising in Peshawar, approaching normal in Sialkot, and low elsewhere.

Central Provinces.—*For week ending 26th June.*—There was rain in general, Wardha registering the heaviest fall of upwards of eleven inches, and Nagpur more than nine inches; in Jubbulpore and Hoshangabad also the rainfall was over seven and eight inches respectively. Sowings of rice have commenced everywhere, and are in full swing in Chhattisgarh. Cotton sowings also have begun, though in Wardha continuous rain has somewhat retarded the operations. Prices continue steady.

Burma.—*For week ending 22nd June.*—In Lower Burma ploughing for the main paddy crop is in progress in all the chief districts, except Prome and Tharrawaddy. Sowing has commenced in some parts of Bassein. Nurseries

are being planted in Thongwa and Amherst. In Upper Burma reaping of the dry-weather paddy is completed in all districts, except Minbu. Cultivation of the early wet-weather paddy and of miscellaneous unirrigated crops is progressing everywhere. Ploughing for the main wet-weather paddy crop is in progress in Mandalay, Katha, Ruby Mines, Lower Chindwin, Thayetmyo, Minbu, Magwe, Kyaukse, and Meiktila. In Amherst the nursery plants have been slightly damaged by insects. In part of Mandalay and Bhamo the dry-weather paddy crop has been much damaged by floods. In one township of the Sagaing district the early sesamum crop has been damaged by heavy rain, and in another township the cotton and sesamum plants have been slightly damaged by insects. Elsewhere the crop prospects are good. The price of paddy has risen slightly in Thayetmyo, fallen largely in Katha, considerably in Rangoon, and slightly in Bassein; elsewhere prices are stationary.

Assam.—*For week ending 25th June.*—Weather hot. Sowing of late rice seedlings continues. Ploughing for the late rice has commenced. Fodder and water are sufficient.

Mysore and Coorg.—*For week ending 26th June.*—**MYSORE:** Rainfall good in the Mysore, Hassan, Kadur, and Shimoga districts, slight rain in parts of Bangalore, Kolar, and Chitaldroog. The standing crops and prospects are good. Prices have fallen in three districts.

COORG: Rainfall heavy. Ploughing of land for the rice crop continues. Sowing of *rugi* (*Eleusine coracana*) has been completed. Water and fodder for cattle are sufficient. Prices are normal.

Berar and Hyderabad.—*For week ending 26th June.*—**BERAR:** Weather warm and cloudy with seasonable rainfall during the week. Ploughing of fields continues. Sowing operations are in progress. Fodder is insufficient in parts of the Wun district. The water-supply is adequate. Prices have risen in two districts, but have fallen in one, and are stationary elsewhere.

HYDERABAD: Rainfall good. Sowing of the autumn crops has commenced in some districts, and the land is being prepared for the crop in others. The water-supply is sufficient. Prices are normal.

Central India.—*For week ending 26th June.*—Rain fell throughout Central India during the week. Agricultural operations are in progress in all Agencies. Cattle are in indifferent condition in Gwalior. Pasturage is good, and sufficient in all Agencies, except in Gwalior. Prices of food-grains are high in Bhopal and Goona, rising in one district of Gwalior and in Baghelkhand, but are normal elsewhere.

Rajputana.—*For week ending 26th June.*—Rainfall general; heavy in Kherwara and Pertabgarh, good elsewhere, except in Marwar and Deoli where there were showers. Preparation of land for the monsoon crops continues. Sowings have commenced in parts. The crops, prospects, and agricultural stock are generally good. Fodder is sufficient. Prices are rising in three States, stationary in one, and steady elsewhere.

Kashmir.—*For week ending 25th June.*—**KASHMIR VALLEY:** Slight rain has fallen. The weather is now fine. Reaping of barley and oil-seeds is in progress. Prices continue normal.

JAMMU PROVINCE.—*For week ending 26th June.*—Rainfall heavy. Sowings of the autumn crops continue. Prices are stationary.

Nepal.—*For week ending 22nd June.*—Weather showery. Planting of upland paddy has commenced.

DENZIL IBBETSON,

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GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS FROM 1ST JANUARY TO 16TH JUNE 1894, AND FROM 1ST JANUARY TO 15TH JUNE 1895.

N.B.—As regards the figures in column *Total Earnings from 1st January 1895*, audited figures have been used as far as possible.

RAILWAY.	Average earnings per mile per week during the 1st-half of 1894.	WEEK ENDING 16TH JUNE 1894.				WEEK ENDING 15TH JUNE 1895.				Earnings from 1st January to 16th June 1894.	Earnings from 1st January to 15th June 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>		
<i>Standard gauge—</i>													
East Indian	655	1,683	10,00,424	594	1,709	10,92,191	639	2,67,59,453	2,67,70,201	10,748	...	...	...
Bengal-Nagpur	189	862	1,02,464	119	862	1,15,000	133	40,49,893	42,23,308	1,72,415	...	...	...
Indian Midland (a)	102	752	1,25,557	167	752	95,814	127	30,29,956	25,19,440	...	...	...	5,10,516
Bezwa extension	108	21	2,945	140	21	2,358	112	56,045	71,584	15,539	...	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	324	1,719	5,04,866	294	1,790	5,80,720	324	1,34,11,479	1,33,41,946	...	...	...	69,533
Palanpur-Deesa	47	17	620	36	17	820	48	19,281	21,930	2,640	...	...	...
South Indian	143	1,042	1,63,927	157	1,042	1,92,595	185	34,64,075	40,12,140	5,48,074	...	...	...
Mayavaram-Mutpet	61	54	4,253	79	54	4,725	88	(c) 38,950	1,00,256	61,306	...	...	...
Southern Mahratta (d)	115	1,165	1,49,999	129	1,165	1,45,609	125	31,83,006	33,89,012	2,06,006	...	...	...
Bengal and North-Western (e)	162	756	1,13,426	150	756	1,24,810	165	29,58,868	30,37,846	78,972	...	...	...
Rohilkund and Kumaon (Lucknow-Baroilly section)	88	215	12,425	58	215	13,390	62	4,74,806	4,67,833	...	...	...	6,973
TOTAL	286	8,286	21,80,906	263	8,383	23,68,032	282	5,74,45,812	5,79,54,499	5,08,687	...	...	...
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	255	2,507	6,27,732	250	2,511	8,75,821	349	1,53,08,162	1,73,79,208	20,70,746	...	...	...
Oudh and Rohilkhand (state)	287	797	2,15,686	271	797	2,14,902	270	51,27,298	55,06,192	3,78,894	...	...	...
Eastern Bengal (state) (including metre and 2' 6" gauges)	281	813	2,05,563	253	813	2,02,230	249	54,65,462	58,09,197	3,43,735	...	...	...
Bengal Central (g)	126	125	20,557	212	125	16,600	133	3,78,101	4,02,507	24,496	...	...	...
East Coast (state)	107	266	24,854	93	397	33,417	84	6,50,180	8,06,691	2,46,511	...	...	...
<i>Metre gauge—</i>													
Burma (state)	199	730	1,11,317	152	746	1,03,414	139	35,47,376	37,09,162	1,61,786	...	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	44	25	1,633	65	25	1,886	75	27,816	33,336	5,520	...	...	...
Cherra-Companyganj (state provincial)	60	8	509	64	8	325	41	11,455	11,796	341	...	...	...
TOTAL	244	5,271	12,13,851	230	5,422	14,48,595	267	3,05,16,156	3,17,48,179	32,32,029	...	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	596	1,490	6,20,951	417	1,400	5,58,603	375	2,18,34,355	1,84,25,951	...	...	...	34,08,404
Bombay, Baroda and Central India	801	461	3,34,009	725	461	4,30,000	933	90,33,160	1,00,62,122	10,28,962	...	...	...
Madras	237	840	2,18,301	260	840	2,30,579	274	47,10,300	51,53,182	4,42,882	...	...	...
TOTAL	522	2,791	11,73,261	420	2,791	12,19,182	437	3,55,77,815	3,36,41,255	...	...	...	19,36,560
TOTAL (GUARANTEED AND STATE)	313	16,348	45,68,018	279	16,596	50,35,809	303	12,35,39,777	12,53,43,933	18,04,156	...	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	167	161	23,045	143	161	26,777	166	6,64,198	6,08,645	34,447	...	...	...
Tarakesur	308	22	7,281	331	22	5,578	254	1,05,930	1,04,130	...	...	...	1,794
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	149	67	6,891	103	66	8,489	129	2,31,014	1,87,651	...	...	...	43,363
Bengal Doonars	80	33	3,766	114	36	5,920	164	51,920	74,907	22,987	...	...	...
Dibru-Sadiya	133	78	8,975	115	78	10,390	133	2,51,973	2,77,062	25,089	...	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	232	51	11,427	224	51	16,663	327	2,79,545	3,44,046	64,501	...	...	...
TOTAL	166	412	61,385	149	414	73,817	178	16,44,520	17,46,447	1,01,867	...	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	185	333	66,597	200	333	63,176	190	14,53,154	16,24,425	1,71,271	...	...	...
The Gaekwar's Petlad	112	13	1,306	100	13	1,050	81	35,774	36,422	648	...	...	...
Rajpura-Bhatinda	192	108	29,585	274	108	31,732	294	4,48,346	7,20,450	2,72,104	...	...	...
Kolar Gold-fields	306	10	3,697	307	10	2,963	296	(i) 6,792	62,325	55,533	...	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (j)	88	362	35,973	99	362	39,024	108	7,53,963	7,94,452	40,489	...	...	...
The Gaekwar's Malsana	98	93	8,564	92	93	6,140	66	2,21,473	1,88,686	...	...	...	32,787
Kolhapur	92	29	2,218	76	29	2,628	91	65,028	59,493	...	...	...	5,536
<i>Special gauge—</i>													
The Gaekwar's Dabhoi	81	72	4,343	60	72	4,820	67	1,45,295	1,31,280	...	...	...	14,015
Corch Behar	30	22	715	32	22	739	33	15,772	26,513	10,741	...	...	...
TOTAL	130	1,042	1,32,368	146	1,042	1,52,263	146	31,45,597	36,44,045	4,98,448	...	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	131	334	26,108	78	334	47,451	142	10,83,740	11,42,852	66,112	...	...	...
Jetalsar-Rajkot	68	46	3,247	71	46	4,011	87	77,115	90,731	13,616	...	...	...
Jodhpur-Bikaner	75	364	25,792	71	364	21,710	60	6,62,936	5,46,499	...	...	...	1,16,437
<i>Special gauge—</i>													
Morvi	75	94	8,302	88	94	7,456	79	1,71,446	1,87,634	16,188	...	...	...
TOTAL	97	838	63,449	76	838	80,628	96	19,95,237	19,74,216	...	...	...	20,521
GRAND TOTAL	290	18,640	48,45,220	260	18,890	53,42,517	283	13,03,25,191	13,79,02,141	23,83,950	...	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 16th June 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amraoti railways.

(i) Total earnings from 1st to 16th June 1894.

(j) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

F. B. HEBBERT,

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
RAILWAY STATISTICS.

No. X OF 1895-96.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total Earnings from 1st April 1895*, audited figures have been used, as far as possible.

RAILWAY.	Average earnings per mile per week in 1894-95.	WEEK ENDING 16TH JUNE 1894.				WEEK ENDING 15TH JUNE 1895.				Earnings from 1st April to 16th June 1894.	Earnings from 1st April to 15th June 1895.	Increase.	Decrease.
		Mean mileage worked.	Earnings.		Mean mileage worked.	Earnings.							
			Total.	Per mile open per week.		Total.	Per mile open per week.						
State lines worked by companies.	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Miles.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Rs.</i>	
<i>Standard gauge—</i>													
East Indian	599	1,583	10,00,424	594	1,709	10,92,191	639	1,42,06,195	1,24,33,477	2,27,281	...	...
Bengal-Nagpur	152	862	1,02,464	119	862	1,15,000	133	10,92,596	17,45,881	53,285	...	...
Indian Midland (a)	144	752	1,25,557	167	752	95,814	127	14,75,807	10,89,014	...	...	3,86,793
Bezawada Extension	170	21	2,945	140	21	2,358	112	29,656	30,770	1,114	...	...
<i>Metre gauge—</i>													
Rajputana-Malwa (b)	279	1,719	5,04,866	294	1,790	5,80,720	324	65,27,773	62,50,011	...	...	2,77,762
Palanpur-Deesa	44	620	620	36	17	820	48	9,141	10,728	1,587	...	...
South Indian	154	1,042	1,63,927	157	1,042	1,92,595	135	17,22,106	19,05,149	2,43,043	...	...
Máyavaram-Mutpet	75	54	4,253	79	54	4,725	88	(c) 38,950	52,657	13,707	...	...
Southern Mahratta (d)	105	1,105	1,49,999	129	1,105	1,45,609	125	16,37,325	17,13,725	76,400	...	...
Bengal and North-Western (e)	146	756	1,13,426	150	756	1,24,810	165	15,07,569	14,20,441	...	...	87,128
Rohilkund and Kumaon (Lucknow-Bareilly section)	88	215	12,425	58	215	13,390	62	2,11,820	1,95,825	...	...	15,995
TOTAL	259	8,286	21,80,906	263	8,383	23,68,032	282	2,70,58,938	2,69,07,678	...	...	1,51,260
State lines worked by the State.													
<i>Standard gauge—</i>													
North Western (state) (f)	252	2,507	6,27,732	250	2,511	8,75,821	349	69,81,334	84,73,356	14,92,022	...	...
Oudh and Rohilkhand (state)	270	797	2,15,686	271	797	2,14,902	270	25,01,927	23,47,857	...	...	1,54,070
Eastern Bengal (state) (including metre and 2' 6" gauges)	339	813	2,05,563	253	813	2,02,230	249	22,74,749	23,07,288	32,539	...	...
Bengal Central (g)	130	125	20,557	212	125	16,600	133	1,77,264	1,79,859	2,595	...	...
East Coast (state)	99	266	24,854	93	397	33,417	84	3,26,515	4,50,745	1,24,230	...	...
<i>Metre gauge—</i>													
Burma (state)	164	730	1,11,317	152	746	1,03,414	139	13,31,472	15,06,675	1,75,203	...	...
<i>Special gauges—</i>													
Jorhat (state provincial)	55	25	1,633	65	25	1,886	75	13,424	17,071	3,647	...	...
Cherra-Companyganj (state provincial)	64	8	509	64	8	325	41	5,484	3,835	...	...	1,649
TOTAL	243	5,271	12,13,851	230	5,422	14,48,595	267	1,36,12,169	1,52,86,686	16,74,517	...	...
Lines worked by guaranteed companies.													
<i>Standard gauge—</i>													
Great Indian Peninsula (h)	442	1,490	6,20,951	417	1,490	5,58,603	375	95,83,032	81,86,359	...	...	13,96,673
Bombay, Baroda and Central India	678	461	3,34,009	725	461	4,30,000	933	47,81,162	55,09,899	7,28,737	...	...
Madras	243	840	2,18,301	260	840	2,30,579	274	21,81,675	23,48,145	1,66,470	...	...
TOTAL	421	2,791	11,73,261	420	2,791	12,19,182	437	1,65,45,869	1,60,44,403	...	...	5,01,466
TOTAL (GUARANTEED AND STATE).	281	16,348	145,68,018	279	16,596	50,35,809	303	5,72,16,976	5,82,38,767	10,21,791	...	...
Assisted companies.													
<i>Standard gauge—</i>													
Delhi-Umballa-Kalka	165	161	23,045	143	161	26,777	166	3,40,082	3,27,132	...	...	12,950
Tarapur	269	22	7,281	331	22	5,578	254	80,960	77,741	...	...	3,219
<i>Metre gauge—</i>													
Rohilkund and Kumaon (Company's section)	121	67	6,891	103	66	8,489	129	1,06,513	1,08,322	1,809	...	...
Bengal Doonars	161	33	3,766	114	36	5,920	164	23,219	34,565	11,346	...	...
Dibru-Sadiya	136	78	3,975	115	78	10,390	133	1,13,507	1,19,127	5,620	...	...
<i>Special gauge—</i>													
Darjeeling-Himalayan	249	51	11,427	224	51	16,663	327	1,47,503	1,87,698	40,195	...	...
TOTAL	164	412	61,385	149	414	73,817	178	8,11,784	8,54,585	42,801	...	...
Lines owned by native states and worked by other agencies.													
<i>Standard gauge—</i>													
The Nizam's guaranteed state	187	333	66,597	200	333	63,176	190	7,25,648	7,27,617	1,969	...	...
The Gaekwar's Petlad	105	13	1,306	100	13	1,050	81	19,252	18,848	...	...	404
Rajpura-Bhatinda	271	108	29,585	274	108	31,732	294	2,33,951	2,42,880	8,929	...	...
Kolar Gold-fields	260	10	3,067	307	10	2,963	296	(i) 6,792	30,122	23,330	...	...
<i>Metre gauge—</i>													
Southern Mahratta (Mysore section) (j)	89	362	35,973	99	362	39,024	108	3,62,658	3,77,623	14,965	...	...
The Gaekwar's Mehsana	74	93	8,564	92	93	6,140	66	1,01,894	89,429	...	...	12,465
Kolhapur	81	29	2,218	76	29	2,628	91	34,509	30,622	...	...	4,487
<i>Special gauges—</i>													
The Gaekwar's Dabhoi	59	72	4,343	60	72	4,820	67	72,572	79,092	6,520	...	...
Cooch Behar	45	22	715	32	22	730	33	9,111	9,153	42	...	...
TOTAL	136	1,042	1,52,368	146	1,042	1,52,263	146	15,66,387	16,04,786	38,399	...	...
Lines owned and worked by native states.													
<i>Metre gauge—</i>													
Bhavnagar-Gondal-Junagarh-Porbandar	103	334	26,108	78	334	47,451	142	5,29,425	6,38,891	1,09,466	...	...
Jetalsar-Rajkot	68	46	3,247	71	46	4,011	87	38,566	45,623	7,057	...	...
Jodhpur-Bikaner	58	364	25,792	71	364	21,710	60	3,07,103	2,46,237	...	...	61,816
<i>Special gauge—</i>													
Morvi	65	94	8,302	88	94	7,456	79	86,027	1,02,826	16,799	...	...
TOTAL	78	838	63,449	76	838	80,628	96	9,61,121	10,32,627	71,506	...	...
GRAND TOTAL	261	18,640	48,45,220	260	18,890	53,42,517	283	6,05,56,268	6,17,30,765	11,74,497	...	...

(a) Includes the Bhopal-Itarsi railway.

(b) Includes the Godhra-Rutlam railway.

(c) Total earnings from 2nd April to 16th June 1894.

(d) Includes the Guntakal-Mysore frontier section.

(e) Includes the Tirhoot state railway. Although for convenience classed amongst state railways, the company's section of this line is the property of the Bengal and North-Western Railway Company.

(f) Includes the Jammu and Kashmir and the Hyderabad-Shadipalli railways.

(g) Although for convenience classed amongst state railways, this line is the property of the Bengal Central Railway Company.

(h) Includes the Wardha Coal, Dhond-Manmad, Khamsaon, and Amratoli railways.

(i) Total earnings from 1st to 16th June 1894.

(j) Includes the Mysore-Nanjangud and the Yesvantpur-Mysore frontier sections.

E. B. HEBBERT,

Under-Secretary.

) FOR, AND TO END OF, THE YEAR 1894.

1894.		XI	XII	XIII					XIV	
		Net charge to the State for 1894.	Net Receipts from commencement of operations to end of 1894.	INDIRECT CHARGES FROM COMMENCEMENT OF OPERATIONS TO END OF 1894.					Net charge to the State from commencement of operations to end of 1894.	Railways.
d	Total a, b & c.			a	b	c	d	e		
Rs.				Rs.	Rs.	Rs.	Rs.	Rs.		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	STATE.
	58,77,844	-79,48,542	12,79,11,945	8,64,97,578	2,12,981	32,63,058	20,745	8,99,94,362	-3,79,77,583	Rajputana-Malwa including Godhra-Rutlam.
	14,918	-8,227	25,591	27,353	...	...	...	27,353	1,762	Palanpur-Deesa.
	83,509	22,054	1,91,342	7,29,633	2,981	50,523	...	7,83,137	5,91,795	Bhopal-Itārai (British Section). ^(a)
	1,99,503	1,10,218	11,68,609	42,53,374	4,390	1,05,346	2,835	43,65,945	31,97,336	Wardha Coal.
754	78,517	64,967	13,81,826	8,68,958	...	57,783	...	9,26,601	-4,55,135	Warora Colliery.
308	43,666	-33,064	2,42,560	3,04,107	...	21,371	...	3,25,478	82,918	Umaria Colliery.
160	21,87,296	-3,37,123	2,25,89,807	2,31,96,643	2,49,491	12,30,889	10,012	2,46,87,035	20,97,228	Burma.
285	7,73,506	9,97,397	-7,45,191	22,50,238	...	1,47,659	...	24,06,897	31,52,088	Mu Valley.
050	33,637	22,682	6,575	3,00,195	...	14,315	...	3,14,510	3,07,935	Jorhāt.
50	14,135	9,035	-69,666	2,42,838	...	933	...	2,43,771	3,13,437	Cherra-Companygunj.
972	60,56,446	-23,20,744	6,21,54,292	6,44,83,356	1,83,892	15,57,326	16,431	6,62,41,005	40,86,713	Eastern Bengal.
	9,98,309	-4,77,018	1,17,68,087	1,15,93,988	35,977	4,69,716	4,972	1,21,04,653	3,36,566	Bengal and North-Western—Tirhoot Section.
889	63,49,718	6,95,622	2,86,21,577	5,54,22,520	72,180	1,87,605	...	5,56,82,305	2,70,00,728	Oudh and Rohilkhand (including Lucknow-Rae Bareilly-Benares and Bareilly-Rampur-Moradabad).
183	261	261	...	78	...	183	...	261	261	Cawnpore-Lucknow-Gogra.
021	2,21,29,940	93,18,951	11,40,71,898	30,53,37,124	4,40,785	58,61,151	41,181	31,16,80,251	19,76,08,353	North-Western.
080	2,79,236	2,79,236	...	8,28,027	19,066	35,148	...	8,82,241	8,82,241	Gradient Improvements to North-Western Railway.
052	1,64,053	1,64,053	...	2,93,152	10,925	23,475	...	3,27,552	3,27,552	Mari-Attock.
855	1,784	1,784	...	929	...	855	...	1,784	1,784	Kotri-Rohri.
910	4,73,727	4,73,727	...	7,39,821	67,343	...	...	8,07,164	8,07,164	Mushkaf-Bolān.
	2,34,529	1,06,655	2,06,829	5,79,003	7,929	...	...	5,86,932	3,80,103	Guntakal-Mysore frontier.
	42,79,099	11,59,737	1,15,53,748	3,84,82,910	2,75,417	1,53,138	...	3,89,11,462	2,73,57,717	South Indian.
	57,122	-14,149	1,94,933	3,84,752	13,442	...	...	3,98,194	2,03,261	Bezwa Extension.
768	16,53,177	14,60,885	3,43,293	39,24,774	2,05,790	2,14,703	...	43,45,177	40,01,884	East Coast.
	1,01,043	36,101	62,942	2,21,032	1,06,197	...	...	3,27,279	2,64,337	Máyavaram-Mutpet.
	4,48,018	66,025	35,13,501	73,03,755	60,704	1,55,350	8,953	75,23,762	40,15,261	Dhond and Manmād.
	68,940	32,554	53,599	2,01,789	7,281	6,362	...	2,15,332	1,61,733	Hyderabad-Shadipalli.
	21,371	21,371	...	1,68,977	...	...	...	1,68,977	1,68,977	Nágpur-Chhattisgarh Depreciation Account.
	12,098	12,098	...	1,45,993	...	13,272	...	1,59,265	1,59,265	Ranaghat-Bhagwangola.
	5,378	5,378	...	36,799	...	524	...	37,323	37,323	Petroleum Operations—Baluchistan.
	...	...	32,60,093	21,97,378	5,506	85,319	921	22,89,124	- 9,70,969	Patna-Gya.
	...	...	23,75,396	27,71,062	17,196	2,28,678	953	30,17,989	1,42,493	Nágpur-Chhattisgarh.
	...	...	-5,957	4,81,110	94	27,865	...	5,09,069	5,15,026	Katni-Umaria.
	...	...	1,43,666	2,71,217	4,129	9,863	67	2,85,276	1,41,610	Dildārnagar-Ghāzipur.
	...	...	13,36,057	40,04,318	13,866	1,55,069	2,671	41,75,924	23,39,867	Sindia.
	...	...	1,75,938	4,29,572	21,324	9,074	...	4,59,970	2,84,032	Bareilly-Pilibhit.
	...	...	3,18,750	6,98,262	52,724	30,826	...	7,81,812	4,63,062	Lucknow-Sitapur-Seramau.
4,921	5,26,40,875	39,23,374	39,33,52,040	61,93,81,675	20,91,520	1,41,17,229	1,09,741	63,60,00,165	24,25,48,125	TOTAL.
LINES LEASED TO COMPANIES.										
7,143	1,07,081	1,07,081	...	61,063	1,39,071	21,191	...	2,21,325	2,21,325	Assam Bengal (Part I).
	6,598	6,598	...	6,598	...	...	...	6,598	6,598	Assam-Bengal (Part II), Government portion.
	8,22,690	8,22,690	...	16,07,139	...	...	...	16,07,139	16,07,139	Do. Company's portion
	45,83,993	13,22,683	1,40,90,304	2,62,89,369	...	...	...	2,62,89,369	1,21,99,065	Bengal-Nágpur.
	42,59,814	20,64,377	84,60,628	2,80,23,961	...	...	...	2,80,23,961	1,95,63,333	Indian Midland.
	45,87,598	29,91,350	1,01,48,151	3,85,19,639	77,465	1,37,969	...	3,87,35,073	2,85,86,922	Southern Mahratta.
	8,38,525	5,05,935	22,18,757	62,71,848	...	...	...	62,71,848	49,53,091	Do. Mysore Section.
	6,11,415	3,69,486	15,52,917	46,37,105	4,512	...	...	46,41,617	39,88,700	Bengal Central ‡
	3,45,323	-16,028	10,60,094	12,51,809	...	...	...	12,51,809	1,91,715	Lucknow-Bareilly.
7,243	1,61,63,037	81,74,072	3,75,30,851	10,66,68,531	2,21,048	1,59,160	...	10,70,48,739	6,95,17,888	TOTAL STATE LINES LEASED TO COMPANIES.

uding 6·13 miles (Mean Meer

General Revenues.

he Company.

in 1894, Rs. 15,63,148, and
tribution to Provident Fund,

(l) Working expenses include share of net earnings paid to the Company in 1894, Rs. 5,57,556, and contribution to Provident Fund, Rs. 22,545.
(m) Working expenses include share of net earnings paid to the Company in 1894, Rs. 1,43,566 and contribution to Provident Fund, Rs. 5,812.
(n) Working expenses include share of net earnings paid to the Company in 1894, Rs. 79,310.
(o) Includes annuity charges.
(p) Excludes the net receipts accruing to the Mysore State to 30th June 1886, amounting to Rs. 7,33,828.
(q) Includes Rs. 2,09,06,968 net loss on South Indian Guaranteed Company up to 31st December 1890.
(r) Excludes charges affecting the Mysore State to 30th June 1886, amounting to Rs. 12,61,970.
(s) These figures appertain to the Bellary-Kistna Railway.
(t) Loss to the State under the terms of the new contract. The amount does not include interest advanced to the Company under the old contract.

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